



CHARLES TABER & CO.,

IMPORTERS

-----AND-----

MANUFACTURERS,



No. 45 Union Street, and No. 8 North Water Street,
NEW BEDFORD.



Keep constantly on hand a large assortment of every description of

NAUTICAL INSTRUMENTS,

Warranted Sextants, Quadrants, Spy Glasses and Barometers, from the celebrated manufactory of Spencer,
Browning & Co., and from other makers; Aneroid Barometers, French Telescopes,
Masthead Glasses, Binnacle and Boat Compasses, Storm Compasses,
Log Glasses, &c. &c., with

Charts of all parts of the world visited by Whalemens, (the best assortment for Whalemens to be found in
this country,) and every description of **NAUTICAL STATIONERY.**

C. T. & Co. having recently added a Work Shop to their establishment, (Entrance No. 8 North Water Street,) under the
superintendence of Mr. GEORGE W. CHOATE, are now ready to attend to repairs of all kinds of Nautical
Instruments. ☐ All work warranted.

Every Instrument sold by C. T. & Co. will be carefully adjusted before delivery, and will be warranted to the purchaser.

Account of Tow Lines used and Lubed on Board Ship Carolina
 October 3rd 3 coils for the Boat
 " 10th 1 do
 " 30th 1 "
 Nov^r 20th 2 "

Oct. 10 gave the men forward 70 quarts of
 molasses to see how long it would last them

The Log Book
" " " "

Remarks On Board Ship Carolina
Friday Oct 3^d Commences with

light air from the W. and S.W. at 9 AM
took our anchor ~~down~~ clarks, paid and went
in tow of the Steamer May pleasant weather
steering and all hands employed in stowing the
starboard anchor Thus Ends

Sat Oct 4th

Commences with light air
from the S.W. steering out of the bay in
tow of the Steamer tug at 1 PM the tug
left us made all sail stood to the S.W.
at 2 PM tied ship to the S at 3 PM
guy head bearing by compass E.S.E. 5 miles
at twice finished stowing the anchors
all hands employed in putting on chafing
chafing gear at 6 set the watches steering
S.E. took in flying jib and main royal
pleasant weather Middle part wind being
from W to S.W. steering S.E. at 1 Steered S.W.
I took in the Lght Sails 3 men sea sick
Latter part moderate breezes from the S.S.W.
steering S.E. pleasant weather all sail set
several sails in sight all hands employed in
fitting the Boats Thus Ends Lat 40.07 S Long 69.15 W

Sund 5th

Commences with
moderate breezes from the S.S.W. to S
steering S.E. pleasant weather several sails in
sight still fitting the Boats at 3 PM Steered
S.E. by C all hands well Middle part strong
breezes and squally took in the top galand sails
wind from S.W. S.S.W. steering S.E. Latter part
more moderate set the top galand sails saw a
sail off our starboard quarter steering the same
at noon made him out to be a tubal pleasant
weather Thus Ends Lat 38.33 S Long 66.28 W

Mon 6th

First three 24 hours strong breezes from the
S. baffling steering S.E. the sail still in sight
all well on board Middle part moderate
breezes and pleasant weather made all sail Latter part
the same one sail in sight ~~watch~~ employed in fitting
Boats and Breeking out pleasant weather

Lat 37.29 S Long 63.43 W

[3]
1856

off New Bedford James Gray Master

Tues 7th First part Light breezes from the SSW steering
from SE to SSE still fitting Boats and Breasting out
and getting the cutting gear ready 2 sails in light pleasant
weather all sail set Middle part Light air and
calm Latter part the same the anaconda still our
Starboard quarter watch employed in getting up the
cutting pennants and other Ships Duty at 11 a.m. the air
sprung up from the SW steered SE by E - E pleasant
weather Thus Ends Lat 37.11 N Long 62.27 W

Wednesday Oct 8th

First part These 24 hours moderate wind
from the SW steering SE by E - E all sail set pleasant
weather the anaconda still in light watch employed
in Ships Duty Middle part Light air and calm pleasant
weather steering SE by E - E Latter part moderate breezes
from the W to SSW steering ESE all sail set pleasant weather
Employed in Ships Duty fitting rigging at 11 A.M. saw the
anaconda haul a back her main yard and lowered her Boats
brace around the yards and stood for her her Boats went
on Board and she kept off supposed she had been Black
fishing word ship and there ESE saw another sail
steering the same as our selfs Lat 36.44 N Long 61.26 W

Thurs 9th

First part these 24 hours moderate breezes
from the SW steering ESE pleasant weather watch
Employed in fitting the rigging at 4 P.M. the wind
shifted in a squall to the E by S braced the yards and
stood by the wind SE by S called all hands aft to choose
Boats crews Middle part the wind veered to the
W & steered ESE pleasant weather Latter part

the wind hauled to the E by S at 11 P.M. A.M.
tack ship to the SE by E all sail set watch Employed
in fitting rigging all hands well nothing in
sight Lat 35.39 N Long 59.29 W

Friday Oct 10th

First part these 24 hours
moderate winds from the E to ESE all
sail set nothing in sight pleasant weather
at 1 P.M. wind SE Middle part at 8 P.M. black
tack ship to the SE at 12 wind from the ESE wind
baffling saw a sail set Latter part pleasant weather wind veering
from ESE to E all sail set at 9 A.M. signified a Barge
could not make out the signal Lat 35.29 N Long

Log

Oct 11th

First part there 24 hours moderate

winds from the E S E by the wind S E
all Sail set watch Employed in fitting the
rigging at 2 P M Spoke the Barque South
West Roders of Ben London 6 days and had
seen nothing at Cy parted Company stood
to the S E pleasant weather Middle part at 10 P
tack Ship to the S moderate wind Latter part wind
from the E S E Steering by the wind S all Sail
set nothing in sight pleasant weather Employ
ed in fitting rigging and other Ships Duty

Lat 35° 50' S Long 58° 33' W

Sunday 12th

First part there 24 hours moder

ate winds from E S E Steering by the wind
S all Sail set nothing in sight Employed in
Ships Duty at 4 P M marked of Deaks Middle
part calm Latter part moderate wind from
the W to S W and being round to the S Steering
E all Sail set nothing in sight pleasant weather
Lat 36° 01' S Long 57° 51' W

Mon 13th

Commences with moderate winds
from the S Steering E all Sail set pleasant
weather at 5 P M Wind from the S S E Steered
Cy S Middle part the wind hauled to
the E S E at 5 o'clock tack Ship to the S
Latter part wind from E to E S E Steering by the
wind S S E to S E took in the fore and mizen
top galant sails a bad sea running from the S S E
E Fredrick maple of Duty with the several
Lease Squally weather nothing in sight

Lat 36° 13' S Long

Tuesday 14th

Commences with moderate wind
from the E S E by the wind S E Squally
Employed in Ships Duty nothing in sight
Middle part 10 o'clock the wind hauled to the
S S E Steered E at 12 the wind hauled to the
S S W squared the yards set all Sail Latter
part wind from the S W Steering E all Sail set
nothing in sight watch Employed in breaking
out to Bluebans Cloudy weather S O Observing

Ship Carolina Towards the Western Islands 1836
Wednesday Oct 15th First part these 24 hours

moderate winds from the N^W Steering E all
Sail set nothing in sight Still breaking out
at 2 P M finished Studds & the S. Dredged
Maple Still of Duty Middle part Strong
breeze and Squally took in top galantails at 5 P M
reaped the mizen top sail at 6 Double reaped the fore and
main sails increasing wind from the N^W Steering
very hard Latter part at 8 P M furler the
jib and mainsail took the Boats up on the
upper crays Lat 37.45 N Long

Thurs 16th Commences with strong gale from
the S^W to N^W Steering E and E by S Ship
under double reef top Sails and fore sail at 2 P
M furler the fore and mizen top Sails raining
heavily very hard at 4 P M the wind shifted
in a squall to the N^W blowing very hard
Middle part more moderate Let the fore and
mizen top sail jib and mainsail wind from the S^W
Steering E by S Latter part wind from S^W E to S E
Steering E by N wind from E by S to S pleasant weather
made all sail nothing in sight Lat 37.52 N Long 42.40 W
Frid 17th First part these 24 hours moderate

winds and happing from S E E to E pleasant
weather all sail set nothing in sight Dredged
Maple Still of Duty Middle part wind came
to the E N E and Ship to the S E by E at 8 at 11 Ship
headed E Squally M2 took in top galantails reaped
at 4 O'clock the wind shifted to the S^W and rained
very hard fore a little while made all sail Latter
part wind coming to the S^W Steering E N E and near
wind N^W S^W and still being pleasant weather
Lat 37.29 N Long 46.30 W

Saturday 18th Commences with moderate wind
from S^W to S Steering E S E all sail set nothing
in sight pleasant weather Employed in Ships
Duty Middle part Strong winds and Squally took
in the top galantails and double reaped the fore
and mizen top Sails Steered S by E Latter part
the same Employed in breaking out the after
after hole Lat 36.53 N Long 42.20 W

Ship Caroline Towards the Western Island
Sunday 19th Commences with strong winds

from S E to S S E Steering S E & pleasant
weather at 3 P M let the reef and the fore top sail
Middell & nothing in sight Middell then
saw let the top galant sail latter part
strong winds from the S E by S Steering S E
up & nothing in sight Frederick Maple and
Portugues, Gave off duty Lat 35.38 N Long 39.30 W

Monday 20th Commences with strong
winds from S E by S all sail set
wind very unsteady sometimes blowing
very hard then moderate Steering S E

pleasant weather Middell part strong
winds and squally work in top galant sails

double reefed the fore top sail heading S E
latter part moderate winds and haffling from
E to S E pleasant weather at 8 AM saw a sail
steering about S W Employed in ship's duty
captain sick Lat 34 26 N Long 37.40 W

Tuesday 21st First part there 24 hours
moderate winds from the S E & and
steering by the wind S E to S S E all sail
set nothing in sight pleasant weather

Middell part the wind veered to the S W
more ship to the S E pleasant weather latter
part wind from the S E steering S E by S
all sail set one sail in sight all hands
employed in setting up rigging forward

weather, Lat 34.06 Long 35.40 W

Wednesday 22nd First part this 24 hours
moderate winds from the S E steering
S E by S all sail set one sail in sight
still setting up rigging captain still unwell
Middell part strong winds and squally
work in top galant sails double reef the fore
top sail latter the same wind from the
S E steering S E by S at 11 A M double reefed
the main top sail blowing hard
no observation thus ends

Sail Carolina Towards the Western Island
Sunday Oct 23^d Wind part these 24 hours

Strong gale from the SSW steering S by S
under double reef top sails and courses running
by Spiller Captain still sick Middle part
at 9 o'clock took in jib and main sail at
12 wind blowing very hard from the SSW
Latter part more moderate and the main sail
nothing in sight Lat 34.54 Long 29.14 W

Friday 24th

Wind part these 24 hours Strong
gale from the SSW steering S by S under
double reef top sails and courses at 8 PM
steered S by E at 4 saw the land
bearing by Compass NNE about 25 miles off
took in the main sail and double reefed
the main top sail furled the fore top

Sail and luffed to the wind to the S by
E Strong wind Middle part Strong wind
and squally at 12 o'clock more ship to the S
Latter part steered in for the land and let the fore
and main top sails at 11 AM sent the boat on
shore at 12 o'clock pleasant weather Thus Ends

Saturday 25th

this Day Commenced with Strong
winds from the WSW going off and on at
1 PM the boat came on Board at 2 the
captain went on shore let 1 reef and the top
sails at 5 PM the Boat came on Board
made out to sea at dark by Compass
SSW Middle part part Strong winds double
reefed the top sails Stand off shore to the WSW

went at 4 AM tack ship to the SE moderate
Latter part the same squalls and Postagues for
Half of Duty Thus Ends

Sunday 26th

Commenced with moderate winds
from the WSW standing in for the land
with all sail let pleasant weather at 6 PM
wou ship to the SW by S wind very light and
a hard swell bearing to the SE at dark the nearest
land was about 4 miles off bearing by Compass S by E
Middle part Strong breeze from the SSW steering
to the SE at 10 took in top galand sails at 11
5^o bore ship to the SE hauled in the courses
Latter part wind SSW leading to the S by E at 10
PM commenced raining and being on

Ship Carolina Off an On at Sagal
at 12 M wore ship to the W double reefed the fore

and mizen top sails raining hard Thus Ends,
Monday Oct 27th Commenced with strong
winds from the NW heading to the W mizen
double reef fore and mizen top sails mizen in
reefing at 5 P M took in the jib and double
reefed the main top sail at 8 furled the fore
top sail and set the fore sail blowing and
squirring very hard Middle part more modest
but thick and rain. Set the fore top sail at 5 A M
wore around and steered E Latter part at 8 A M
made all sail steering in for the land at 10 saw
Sagal being by compass N E by E 3 leagues distance
still thick by spells Thus Ends

Tuesday 28th First part there 24 hours light winds

and foggy steering in for the Port of Sagal at 2
P M the Port about 5 miles off mizen very tight
suffered to of shore mizen from the NW by S all sail
set at 3 P M shift in a thick fog at 6 P M A
lot of saw the NW part of Sagal being by compass
N E by E 2 leagues distance Ship heading N by E
Middle part wore ship to the SE rain at
5 P M steered E N E made all sail at 8 P M
the Boat went on shore to see the captain found
him not so well Latter part mizen blowing hard
Boat still on shore took in the top galant sails
Thus Ends

Wednesday 29th First part there 24 hours strong
winds from the NW the Boat still on

shore at 5 P M the Boat came on shore
Captain gray on shore made the papers over
to the mate Mr. Harding the Boat came on
Board and steered of N E by E until 3 P M
then steered by the wind N E by W at 4
P M the SE part of Sagal being by
compass N E by E distance 4 leagues
Middle part equally, Latter part nearly
the same. With mizen full sail steering
N by E, Sagal in sight
Thus Ends there 24 hours.

Lat. 35° 52' N Long. 29° 06' W

Ship Carolina - Thomas, C. Harding Master, 1856.

Thursday Oct 30th 1856.

Commenced with moderate wind from the N.W. steered to the S.W. per compass, middle part calm, latter part nearly the same. Ship heading to the S.W. Azal & Pico in sight, thus ends,

Lat 37° 45' N.
Long 29° 14' W.

Friday Oct 31st

Begins with calm, Azal & Pico in sight at 6 P.M. took a light breeze from the S.E. Ship heading to the S.W. middle part the same, latter part light air from the S.W. steered to the S.E. saw a small craft steering to the S.E. so ends,

Lat 37° 15' N.
Long 29° 26' W.

Saturday Nov 1st 1856.

Begins with light air from the N.W. steered to the S. middle part nearly calm, latter part the same, all hands employed in filling the scuttle butt, saw a Brig steering to the W. thus ends,

Lat 36° 52' N.
Long 29° 06' W.

Sunday Nov 2nd

Commenced with light air, steered to the S by E, middle part calm, latter part nearly the same, steered to the S. thus ends,

Lat 36° 13' N. Long 28° 31' W.

Monday Nov 3rd

Begins with light breeze from the E.S.E. steered to the S. middle part fine breeze, latter part nearly calm, employed in repairing the fore top, S. sail, saw a Barque steering to the W. so ends,

Lat 35° 12' N.
Long 28° 25' W.

Ship Carolina of New Bedford -

Tuesday Nov^r 4th 1854.
Began with calm, at 4 P.M. lowered the boats
for to learn the crew how to pull, middle part
light airs from the S.S.E. steered to the East.
Latter part fine breeze from the S.S.W. ship
heading to the S.E. the watch employed in
stowing the spare spars, saw a ship
steering to the West, thus ends these 24 hours,
Latⁿ 35° 09" N. Longⁿ 27° 25" W.

Wednesday Nov^r 5th
Commenced with light breeze from the S.S.W.
steered to the S.E. employed as above, saw
a sail steering to the N. Eastward, middle
part fair, latter part the wind S.W. ship
heading to the S.S.E. so ends, Latⁿ 34° 10" N.

Thursday Nov^r 6th
Began with fresh breeze from the S.W.
& cloudy weather, steered to the S.S.E.
middle part squally & raining, furled the light
sails & reeked the fore & mizzen topsail.
Latter part the weather about the same, ship
heading to the S.S.E. so ends, no Ob^s.

Friday Nov^r 7th
Commenced with squally weather, ship heading
to the S.S.E. & some times at. At 4 P.M.
the wind died away calm & it rain very hard
middle part raining, at 4 M. took a light breeze
from the N.W. ship's course S.W.
Latter part fair weather, 3 sail in sight.
thus ends, Latⁿ 32° 05" N.
Longⁿ 24° 14" W.

Thomas, C. Harding Master 1856.

Saturday Nov^r 8th 1856.

Begins with light air from the N. steered
S. by N. 3 sail in sight also steering to
the S. & Westward. Middle part squally.
Latter part light air from the W. S. N. ship
heading S per compass, one sail in sight
we saw one fin back, thus ends these 24 hours,
Lat 30° 52' N Long 23° 33' W.

Sunday Nov^r 9th

Begins with light air from the W. S. N.
Ship under full sail standing to the S.
Middle part light variable winds. we neered
ship twice. Latter part light air from the
W. ship's course S. N. by E. S. by E. two
sail in sight, thus ends these 24 hours,
Lat 30° 17' N Long 23° 03' W.

Monday Nov^r 10th

Commenced with light air & fair weather,
steered to the S. N. by E. a Brig in sight
steering to the S. N. Middle part squally &
rain. Latter part pleasant at the S. N.
mast studding sail, ship's course S. N.
the watch employed in setting Rigging,
ends, Lat 28° 59' N Long 23° 43' W.

Tuesday Nov^r 11th

Begins with light breeze from the N. N. by E.
& fair weather, ship under full sail steering
S. N. by E. 3 sail in sight, the watch
busily employed in setting Rigging,
Middle part the wind very light,
Latter part about the same steady
S. N. per compass. Captain & Carpenter
employed in sheathing the Starboard
Waist, the watch employed in overhauling
betwixt decks, thus ends,
Lat 27° 59' N

Remarks on board the ship

Wednesday Nov^r 12th 1856,

Begins with light airs from the N.W. staid
S.W. by S. at 6 P.M. light airs from the
N.E. we shifted the fore mast studding sail -
course the same, middle part light airs from
the N.W. by W. Latter part calm, 2 vessels in
sight, Thus ends these 24 hours,

Latⁿ 27° 23" N Longⁿ 24° 11" W.

Thursday Nov^r 13th

Begins with light airs from the S.E. & fair
weather, steered S.W. by S. 3 sail in
sight, at 3 P.M. we set the fore
mast studding sail, middle part
fresh breeze, latter part the same,
3 sail in sight, Thus ends,

Latⁿ 25° 43" N Longⁿ 24° 43" W.

Friday Nov^r 14th

Commenced with fresh breeze from the
E.S.E. & clear weather, steering S.W.
several sail in sight, we bent the main
top stay sail, at 3 P.M. took in the fore
mast studding sail, at 5 took in
main royal, middle part fair weather,
latter part strong breeze & some squalls,
steered S.W. by N. 5 vessels in sight,

So ends, Latⁿ 23° 05" N Longⁿ 24° 44" W.

Saturday Nov^r 15th

Begins with fresh gales from the S.E. & squally
weather, steered S.W. by N. 3 sail in sight,
middle part squally - furled the light sails,
latter part strong gales, saw Blackfish & chased
them but without success, several sail in
sight, we broke out for small stores,
Thus ends these 24 hours,

Latⁿ 20° 27" N Longⁿ 24° 49" W.

Carolina of New Bedford - 1856.

Sunday Nov 16th 1856.

Begins with strong breeze from the S. E.,
or cloudy weather, ship under full sail
course S. S. W. 4 sail in sight, at 3 P.M.,
we steered S. W. by S. 1/2 S. Middle part
fresh breeze, latter part same - ship's
course S. S. W. we exchanged signals with
an English ship steering to the S. S. W.,
several other vessels in sight steering
various courses, thus ends these 24 hours,
Lat 17° 30" N Long 25° 45" W

Monday Nov 17th

Commenced with fresh gales from the S. E.,
or cloudy weather, ship under full
sail steering S. S. W. 15 sail in
sight, at 1 P.M. we raised the land
St. Antonio, at 2 it bore S. S. E. per
compass - dist about 25 miles, at half
past 2 we had a heavy shower of rain
or the wind died away calm, at 3 we saw
Blackfish & lowered & got one, at 4 we
took him alongside & hoisted him in,
at the same time a strong breeze sprung
up from the N. & rain storm, we
steered S. W. by S. per compass,
middle part squally, latter part fair weather,
we signalled a Spanish ship, several
other sails in sight, thus ends,
Lat 15° 18" N Long 24° 35" W

Tuesday Nov 18th

Begins with light winds from the S. by E.,
ship heading to the S. W. several sail
in sight, at 4 P.M. ship heading S. W.,
middle part fair, latter part fresh
breeze, several sail in sight,
so ends, No Ob.

Wednesday Nov^r 19th 1856,
 Begins with light breeze from the S. E.,
 steered, S. by W. 1/2 W. All hands employed
 in setting up rigging, 3 sail in sight,
 Middle part fair & pleasant weather,
 Latter part fine trades from the E. N. E.,
 Ship's course, S. by W. 1/2 W. the watch
 employed in setting up rigging & bailing
 our blackfish, 2 sail in sight,
 Thus ends these 24 hours,
 Lat. 11° 14' N.
 Long. 27° 07' W.

Thursday Nov^r 20th
 Commenced with fine trades & hazy
 weather, ship's course S. Middle
 part fair weather, Latter part the same,
 Ship's course S. one sail in sight,
 Thus ends these 24 hours,
 Lat. 8° 38' N.
 Long. 26° 38' W.

Friday Nov^r 21st
 Begins with light winds from the E., steered
 to the S. one ship in sight, at 3 P.M.
 we had a squall of wind & rain from
 the S. E. we furled the light sails & hauled
 up the main sail, at 5 we made all sail
 again, ship heading S. S. W. per compass,
 at 6 P.M. nearly calm, Middle part
 light air, Latter part strong breeze
 from the E. S. E. ship heading S per
 compass, 4 sail in sight,
 So ends these 24 hours,
 Lat. 7° 06' N.

15

Saturday Nov^r 22nd 1854

Begins with strong breeze & squalls of rain, sheered S. by W. at 4 P.M. we saw sperm whales - it squally & raining - but we lowered 3 boats & gave chase, after while the Captain got lost, but they lane cut the line & we lost the whale, at 8 O'clock we got on board, took in the light sails & courses & steered S. by W. lost one Iron, Middle part squally - reeled the fore & Mizzen top sail, latter part light winds from the S.E. steered to the S. S.W. 9 sail in sight thus ends these 24 hours, Latⁿ 5^o 59" N. Longⁿ 27^o 06" W.

Sunday Nov^r 23rd

Begins with light winds from the S.E. at intervals light showers of rain, ship under full sail heading to the S.W. per compass, several sail in sight, Middle part squally, took in the light sails, latter part fair weather, ship under full sail heading to the S. by W. 5 sails in sight, Thus ends these 24 hours, Latⁿ 5^o 07" N. Longⁿ 27^o 05" W.

Monday Nov^r 24th

Begins with light airs & light showers of rain, ship under full sail steering S. by W. 4 sail in sight, Middle part squally - thunder-lightening & heavy showers of rain, latter part light winds & rain storm, ship under full sail standing to the S.W. & S.W. by W. 3 sail in sight, So ends these 24 hours, No A.C.

Tuesday, Nov^r 25th 1856.
 Begins with squally weather & heavy rain
 storm, steered to the S. W. at 5 P. M.
 a strong breeze from the S, took in
 some of the light sails, Middle part squally.
 Latter part light winds from the S. S.
 Ship heading to the W. S. W. 3 sail in
 sight, the watch employed in overhauling
 the Potatoes, Thus ends,
 Latⁿ 3^o 32' N.
 Longth 28^o 33' W.

Wednesday, Nov^r 26th
 Commences with light winds from the
 S, at 3 P. M. tacked ship to the E. S. E.
 passed an English ship which proved to
 be the Caracture of Liverpool, at 6 reced
 ship to the W. S. W. at 7 reced ship
 again to the E. S. E. Middle part light
 winds & light showers of rain, ship
 standing to the S. E. Latter part nearly
 calm, several sail in sight,
 Thus ends these 24 hours,
 Latⁿ 3^o 32' N.

Thursday, Nov^r 27th
 Begins with calm, at 2 P. M. a light breeze
 sprung up from the Northward - we steered
 S. by W. at 7 nearly calm again,
 Middle part light breeze from the S. E.
 Latter part nearly the same, steered
 to the S. W. so ends,
 Latⁿ 2^o 48' N.
 Longth 28^o 07' W.

Friday Nov 28th 1856.

Begins with light winds from the S. S. E.
Ship heading to the S. W. 9 sail in sight,
Middle part fair weather, Latter part
the same, 5 sail in sight, So ends,
Lat 1° 21' N. Long 29° 42' W.

Saturday Nov 29th

Begins with light breeze from the S. S. E.
Ship heading to the S. W. Middle part light
airs, Latter part about the same, several
sail in sight, Thus ends,
Lat 00° 07' S. Long 30° 30' W.

Sunday Nov 30th

Begins with light trades from the S. E.
or fair weather, Ship's course, S. S. W.
At 4 P. M. exchanged signals with an
English Merchant ship - steering to
the S. S. W. there were 6 other sails
in sight - all steering to the S. or westward,
Middle part pleasant, Latter part fine
trades or fair weather, Ship's course
S. S. W. 4 sail in sight, Thus ends,
Lat 1° 49' S.
Long 31° 00' W.

Monday Dec 1st 1856.

Commenced with fine P. S. E. trades or
pleasant weather, steered S. S. W. 4 sail
in sight, Middle part we had a heavy
rain squall, Latter part steady trades
or fair weather, steered S. S. W. 3 sail
in sight, The Captain - Carpenter - or
Cooper employed in fitting a new
boat, or the rest of us employed in
receiving new devil falls, So ends,
Lat 4° 04' S.
Long 31° 53' W.

Tuesday Dec^r 2nd 1856,
Begins with fine S.E. trades, Ship's course
S by W, 1/2 E sail in sight, Middle part fair
& pleasant weather, Latter part the same,
the watch employed in breaking out in
the aft hold, 4 sail in sight,
Thus ends these 24 hours, Latⁿ 7° 04" S.
Longⁿ 32° 06" W.

Wednesday Dec^r 3rd
Begins with strong trades, Ship's course
S by W, 1/2 E, Middle part fair Latter part the same
So Ends Latⁿ 10° 15' S.
Longⁿ 32° 45' W.

~~Thursday 4th Dec^r 1856.~~
~~Commences with fine S.E. trades. Ship's course S by W, 1/2 E.~~
~~1 sail in sight. Middle part fine & pleasant weather.~~
~~Latter part the same the watch employed on Ship duty~~
~~Latⁿ 10° 15' S~~

Thursday Dec^r 4th 1856.
Begins with fine S.E. trades. Ship's course S by W, 1/2 E.
Middle part pleasant, Latter part the same,
all hands employed in breaking out for water
& repairing the mizzen top sail, one sail in
sight, thus ends these 24 hours.
Latⁿ 13° 12' S Longⁿ 33° 12' W.

Friday Dec^r 5th
Begins with fine S.E. trades & fair weather,
Ship's course, S by W, at 6 P.M. finished
the mizzen top sail - bent it & set it,
one sail in sight, steering to the Southward,
Middle part light winds Latter part the same & bent the Spanker
and repaired it. Thus Ends Latⁿ 15° 30' S.

Begins with light winds and Pleasant Saturday, Dec 6th 1856.
Weather, all hands employed in repairing the fore ~~top~~ sail
At 4 Pm finished and sent it up Course S by W $\frac{1}{2}$ W
The part light breezes from the N. & Westward Latter part
the same unbent the old Foretop sail & sent up a second
haerdone in its place. watch employed in mending the sail
At 4 Pm the 24 hour. Lat 17° 15' Long 32° 52' W

Sunday Dec 7th

Begins with light air from the N.E. fair weather
watch employed in mending the fore sail
Middle part light air, Latter part the same
Ship's course S by E, S by E, S
Thus ends, Lat 18° 31' N Long 34° 29' W

Monday Dec 8th

Begins with light breeze from the N.E. fair weather
steered S by W, S by E
Middle part light breeze from the Eastward. Latter part light air
& pleasant weather. Watch employed in breaking out the main
hatchway. Thus ends. Lat 20° 12' N Long 35° 39' W

Tuesday Dec 9th

Begins with a light breeze from the N.N.E. Course S.W. by S.
Rove new Mizzen Topgallant Braces. caught two Dolphins
pleasant weather, Middle part fair, Latter part
the same two sail in sight, Thus ends,
Lat 21° 49' N Long 36° 55' W

Wednesday Dec 10th

Begins with light air from the N.E. fair weather
Ship's course S.W. by S, one sail in
sight, Middle part fair, Latter part the
same, So ends, Lat 23° 34' N
Long 37° 29' W

Thursday Dec 11th

Begins with light air from the N.E. steered
S.W. by S, Middle part fair, Latter part
the same, we lowered for thump backs
but did not get fast, So ends, Lat 25° 21' N
Long 38° 37' W

Friday Dec 12th 1856,
 Begins with fine Breeze from the N.E.
 Ship's course S.W. by S. employed in
 Tarring down the main Rigging. Saw
 several Humpbacks or Grampuses,
 at 4 P.M. unband the main Royal,
 Middle part fresh gales, latter part strong
 gales & cloudy weather, steered S.W. by S.
 saw a Brig steering to the Eastward,
 Thus ends these 24 hours,
 No Obs.

Saturday Dec 13th
 Begins with strong gales from the
 S.W. & E. accompanied with rain
 squalls, ship's course, S.W. by S. 1/2 S.
 at 3 P.M. double reefed the fore
 & mizzen top sail, middle part
 rainy, latter part light airs &
 clear weather, ship heading to the
 South, Thus ends,
 Lat 29° 27" S.
 Long 40° 45" W.

Sunday Dec 14th
 Begins with light airs from the W.
 ship heading to S.W. one sail in
 sight, middle part light airs & light
 showers of rain, latter part fair
 & pleasant weather, ship under
 full sail - course S.W. one sail
 in sight, Thus ends,
 Lat 30° 14" S.
 Long 40° 59" W.

15

Monday Dec ~~14~~¹⁵ 1856,
Begins with light air from the N.
Ship's course S. W. 3 sail in sight.
Middle part the wind very light, latter
part fresh breeze. steered S. W. by W.
the watch employed in breaking out
for Butter, Thus ends,
Lat. 31° 32' S.

16

Tuesday Dec ~~15~~¹⁶
Commences with strong breeze from
the N. W. attended with rain storm.
Ship's course S. W. by W. at 2 P. M.
the wind shifted to the S. W. & squally.
we furled the light sails & headed to the
S. S. E. at 4 P. M. tacked to the Westward.
at 6 P. M. single reefed the topsails.
Middle part squally, latter part light
airs. So ends, Lat. 31° 42' S.
Long. 42° 56' W.

17

Wednesday Dec ~~16~~¹⁷
Begins with calm, employed in repairing
the S. B. & sail, at 7 P. M. light air
from the S. S. E. ship heading S. W.
at midnight light breeze from the
N. W. we set the fore top mast
studding sail, latter part fresh
breeze & fair weather, Ship's course
S. W. Saw a Brig steering to the N. E.
Thus ends these 24 hours,
Lat. 32° 45' S.
Long. 44° 24' W.

Thursday Dec^r 18th 1856.
 Begins with fresh breeze from the N. W.
 Ship's course S. W. at 3 P. M. we had
 a squall of wind & rain, at 5 we passed
 a Brig steering to the N. E. no name on
 her Stern. Middle part strong gales.
 took in the sight sails. Latter part
 the same, we veered ship to the S. E.
 So ends, Lat^d 34^o 25" S.
 Long^d 44^o 27" W.

Friday Dec^r 19th
 Commences with moderate winds
 from the S. S. W. at 3 P. M. veered
 ship to the W. Middle part light airs.
 Latter part nearly the same. Ship's
 course S. W. 2 sail in sight,
 Thus ends, Lat^d 34^o 29" S.
 Long^d 45^o 15" W.

Saturday Dec^r 20th
 Begins with light airs from the S. E.
 Ship's course S. W. employed in
 setting up Rigging, at 2 P. M. spoke
 the Ship Willman of New Bedford
 Cook. Master. 26 1/2 tons out. 2500
 bbls & bound Home. Middle part
 nearly calm, Latter part the same.
 Steered to the S. W. 3 sail in sight.
 Thus ends these 24 hours.
 Lat^d 34^o 46" S.
 Long^d 46^o 18" W.

1856,

Sunday Dec 21st
 Begins with calm, headed to the S.W.
 Saw 2 Barques steering to the westward.
 Middle part light breeze from the N.W.
 steered to the S.W. Latter part light airs
 from the S.W. headed to the S.S.E.
 3 sail in sight. So ends,
 Lat 35° 36' S. Long 46° 43' W.

Monday Dec 22nd
 Begins with light airs from the S.W.
 Ship heading to the S.S.E. at 6 P.M.
 exchanged Signals with a Dutch Barque,
 at 7 we veered ship to the westward.
 Middle part light airs from the S.S.E.
 Latter part the same. Ship's course
 S.W. Employed in repairing the main
 sail, 2 sail in sight. steering to the
 South & Westward, Thus ends,
 Lat 37° 08' S.
 Long 48° 29' W.

Tuesday Dec 23rd
 Commences with light breeze from the
 S.E. Ship's course S.W. Middle part
 fresh gales from the N. Latter part
 the same. Ship under a heavy press
 of sail steering S.W. 1/2 S. per
 compass. So ends,
 Lat 39° 04' S.
 Long 51° 10' W.

Wednesday Dec^r 24th 1856,
Begins with strong gale from the
N^W & hazy weather, ship's course
S, W, N, E, the light sails all in
a single reef in the ~~mizen~~ top
sail, middle part some squally.
at 7 A.M. double reefed the top sails.
at 9 furlled the main sail, at noon we
had the ship under close reefed topsails
or fore sail - & heading to the S, S, E,
the wind S, W, & strong, so ends,
Latⁿ 41° 05" S., Long^d 52° 35" W.,

Thursday Dec^r 25th
Begins with strong gale from the S, W,
ship under three close reefed top sails
or fore sail - heading to the S, S, E,
middle part squally, latter part more
moderate, made some sail & veered
ship to the westward, so ends,
Latⁿ 41° 53" S., Long^d 51° 10" W.,

Friday Dec^r 26th
Begins with strong winds from the
S, S, W, & squally weather, ship
standing to the westward, middle part
at 7 P.M. veered ship to the S, E, at 6 A.M.
veered ship again to the westward,
during the forenoon fair weather,
so ends, Latⁿ 41° 38" S.,
Long^d 51° 27" W.,

1.
Saturday Dec. 27th 1856.
Begins with strong gale from the W.
Ship under a heavy press of sail
steering to the S. S. W. at 7 P. M. reefed
the fore & mizzen top sail. Middle
part heavy gale from the W. N. W.
brought the ship down under close
reefed main top sail & fore sail.
Latter part light airs from the
S. W. made all sail & steered
to the S. S. E. Thus ends,
Lat. 42° 48" N. Long. 51° 38" W.

Sunday Dec. 28th
Begins with light airs, steered to the
S. W. by S. Middle part nearly calm.
Latter part light breeze from the East,
& fair weather. Ship's course, S. W. by S.
Thus ends these 24 hours,
Lat. 43° 20" N. Long. 52° 25" W.

Monday Dec. 29th
Begins with fine breeze from the N. E.
Ship under full sail steering to the
S. W. by S. Middle part fair weather.
Latter part fresh gale from the North
& thick fog. So ends,
Lat. 44° 45" N. Long. 54° 41" W.

Tuesday Dec. 30th
Begins with strong gale from the N. W.
& cloudy weather. Ship under a heavy
press of sail steering S. W. at 3 P. M.
the wind shifted to the S. S. W. steered
to the S. E. Middle part heavy gale.
brought the ship down under close reefed
main top sail & fore sail. Latter part sat
the fore & mizzen top sail. So ends,
Lat. 45° 29" N. Long. 53° 58" W.

Wednesday Dec. 31st 1856,
 Begins with heavy gale from the S.W.
 Ship under three close reefed top sails
 standing to the S.S.E. per compass,
 at 6 P.M. let one reef out the main
 top sail, middle part more moderate
 made some sail. Latter part strong
 gales & cloudy weather, steered S.W. by S.
 send down the main Royal yard,
 So ends these 24 hours,
 Lat. 46° 59" S.,
 Long. 54° 10" W.

Thursday Jan 1st 1857,
 Begins with strong gales from the
 W. S.W. Ship under double reefed
 top sails & courses - & heading to the
 South per compass, Middle part
 more moderate - made some sail. Ship's
 course, S.W. by S. Latter part light
 winds from the S.E. ship under full
 sail steering, S.W. by S. Thus ends,
 Lat. 48° 32" S.,
 Long. 54° 41" W.

Friday Jan 2nd
 Begins with strong breeze from the S.W.
 Ship under a heavy press of sail standing
 to the S.S.E. Middle part light breeze -
 made all sail, Latter part the same -
 ship's course, S.W. by S. Thus ends,
 Lat. 49° 49" S.,
 Long. 55° 29" W.

[57]

Saturday Jan 3rd 1857.

Begins with light breeze from the N.N.E,
 cloudy weather, ship under full sail
 course, S.W. by S. Middle part fresh breeze,
 at 5 A.M. the wind shifted to the N.W.
 at 7 it shifted to the W. ship heading
 S.S.W. at 10 we saw the N end of
 Falkland bearing about S.W. by S.
 per compass, So ends,
 Lat 51° 21" S.
 Long 57° 26" W.

Sunday Jan 4th

Begins with strong winds & squally.
 Steered to the Southward, Land in sight
 to the windward, Middle part heavy gale
 from N. we furled the main sail & gibb-
 or fore & misgen topsail, at 3 A.M. split
 the fore sail - unband it but did not bend
 new one, Latter part strong gale from
 the W. we made some sail & steered
 S.S.W. one sail in sight, So ends,
 Lat 52° 40" S.
 Long 57° 28" W.

Monday Jan 5th

Commences with strong gale from the
 S.W. steered to the S.S.E. saw a
 Barque steering to the N.W. at 7
 P.M. nearly calm, Middle part
 light breeze from the N.E. steered to the
 S.W. Latter part the wind from the
 W. ship heading to the S.S.W. the
 watch employed in repairing the fore
 sail, 2 sail in sight, Thus ends,
 Lat by D.R. 53° 37" S.
 Long by D.R. 58° 46" W.

Tuesday Jan 6th 1857.
 Begins with light variable winds &
 rain storm. Ship heading to the
 Southward, at 1 P.M. bend the fore sail,
 at 3 P.M. heered ship to the W. S. W.
 at Midnight tacked again to the S. S. E.
 at 7 A.M. tacked to the W. saw a Barge
 steering to the N. E. so ends,
 Lat 53° 34' S.
 Long 60° 04' W.

Wednesday Jan 7th
 Begins with strong breeze from the
 W. S. W. & light rain squalls. Ship
 under a heavy press of sail heading
 to the S. Saw several finbacks.
 Middle part we had the wind from the
 S. E. ship's course S. W. Latter part
 the wind from the S. & hail squalls.
 Ship under double reefed topsails &
 courses heading to the W. S. W.
 Thus ends,
 Lat 54° 34' S.
 Long 61° 41' W.

Thursday Jan 8th
 Begins with strong gales from the
 S. S. W. & squally weather. Ship under
 double reefed topsails & courses &
 standing to the W. her compass.
 At sundown we furled the main sail
 & close reefed topsails. During the
 night we furled the fore & mizzen
 topsail. Latter part we set them
 again. Ship heading W. S. W.
 so ends, Lat 55° 06' S.

Friday Jan 9th 1857,

Begins with strong gale from the S, & thick weather, Ship under close reefed topsails & fore sail & standing to the W, at 4 P.M. let one reef out the main topsail, at 8 P.M. close reefed the main topsail & fueled the fore & miszen. Middle part heavy gale, Latter part more moderate we veered ship to the S. E. & set the fore & miszen topsail close reefed. So ends,
Lat 53° 44" S Long 63° 53" W

Saturday Jan 10th

Begins with strong gale from S, S, W, Ship under close reefed topsails & fore sail & standing to the S, E, at 5 P.M. made some more sail, Middle part light air from the North & Westward with rain squalls. Latter part much the same light breeze from the North & Westward with rain squalls. So ends.

Sunday Jan 11

Begins with light wind from the North & Westward by the middle sail & land breeze at 10 A.M. set 20 miles sail in sight of Staten Island Middle part nearly calm Staten Island in sight. Latter part strong breeze from the North & Westward at 8 A.M. took in the top gunt sails & double toprails. Course S. W. by S. 2 sails in sight. This ends.
Lat 55° 33" S Long 64° 44" W

Remarks on board the Ship

Monday Jan. 12th 1857

Begins with strong winds at 2 P.M. took in the fore & main topgallant sails & singled reefed the topsails. At 7 P.M. more moderate set the topgallant sails over reefed topsails & sails in sight.

Middle part strong breeze from the Northward with rain. Latter part more moderate & pleasant weather two sails in sight. Ship's Course S. W. by W.

Thus ends

Lat. $56^{\circ}18' S$
Long. $65^{\circ}47' W$

Tuesday Jan 13th

Begins with light breeze from the Westward & pleasant weather heading to the Southward with all sail set. three sails in sight. Middle part strong breeze took in the topgallantsails & singled reefed the topsails. Latter part more moderate set the main topgallantsail over single reefed topsail. three sails in sight. ship heading to Southward.

Thus ends.

Lat. $57^{\circ}43' S$
Long. $66^{\circ}05' W$

Thursday Jan. 14th

Begins with strong breeze & squally weather from the westward ship under singled reefed top sails & main topgallantsail. two sails in sight steering to the Southward. Middle part light wind & rainy weather set the foretopgallant sail. Latter part more moderate shook the reefs out of the topsails and set the mizen topgallantsail & flying jib. Ship heading to the N. E. W. one sail in sight.

Thus ends.

From Ab.

[31]

Carolina of New Bedford 1857

Thursday Jan. 15th 1857

Commences with light winds & thick raining weather
Ship to the Southward with all sail set. Middle part
a light breeze from the westward & clear weather
Latter part calm one sail in sight.
Thus ends.

Lat. $59^{\circ} 02' S.$
Long. $68^{\circ} 17' W.$

Friday Jan 16th

Commences with light breeze from the Westward
Ship heading South by Compass three sails in sight
steering to the Northward. At 4 P.M. raised a large
Sperm Whale lowered 3 boats in pursuit but returned
without success. Middle part Calm. Latter part light
wind from N.W. with hail and snow squalls.

Thus ends.

Lat. $59^{\circ} 56' S.$
Long. $69^{\circ} 40' W.$

Saturday Jan 17th

Begins with moderate winds from the Westward
Ship heading S.S.W. by Compass at three P.M. tacked
Ship and steered N.W. by N. sharp hauled with all sail
set. Middle part light air. Latter part strong breeze
from the Southward squared the yards and set the topmast
Studdingail steering W. by Compass at 10 A.M. hauled
in the studdingail and braced up the yards. heading W. by N.

Thus ends.

Lat. $59^{\circ} 06' S.$
Long. $70^{\circ} 48' W.$

Sunday Jan 18th

Begins with strong breeze and squally weather
wind from the South and Westward at three P.M. took
in the fore & mizen topgallant sail flying jib and
singled reefed the mizen topail. One sail in sight.
Ship heading W. by N. Middle part strong breeze
from S.W. by W. and squally weather. Latter part
much the same we saw three sails steering to the
Eastward.

Thus ends.

Lat. $57^{\circ} 00' S.$
Long. $72^{\circ} 30' W.$

Monday Jan 19th 1857.

Commences with strong winds from the W. S. W. and squally weather at 3 P.M. took in the fore and main topgallant-sail and flying jibb one sail in sight steering to the Eastward. Middle part light winds and thick weather.

Latter part much the same all hands employed in breaking out water we saw two sails steering to the eastward. wind W. S. W. ship heading N. W. Thus ends.

No. Obs.

Tuesday Jan 20th

Commences with a light breeze from the W. S. W. with rain all hands employed stowing of the hold at 2 P.M. finished and sent the watch below at 4 P.M. saw a school of killers & finbacks Middle part strong breeze from the South & Westward singled reefed the fore & main top-sail Latter part much the same turned the reef out the fore top-sail and set the fore and main topgallant-sail. at 7 A.M. Philippine Islands in sight At 11 A.M. tacked ship and steered S. W. strong breeze took up the fore topgallant-sail and astern Thus ends

Lat 54° 54' N.

Long 73° 43' W.

Wednesday Jan 21st

Commences with fresh breeze and squally weather at 3 P.M. took in the main topgallant-sail. Ship heading W. S. W. at 7 P.M. doubled reefed the fore and main top-sails. nothing in sight Ship heading S. W. by S. squally weather Middle part strong breeze and squally at 8 P.M. split the jibb in a heavy squall. Latter part moderate with rain unbent the jibb and sent out another second hand one at 10 A.M. Calm with rain.

Thus ends.

No. Obs.

22

Thursday Jan 22nd 1857.

Comanence with Calm and rainy weather at 4 PM
a light breeze sprung up from the E S E. squared
the yards and made all sail and steered to the W S W
at 6 set the fore topmast studding sail Middle part light
breeze and cloudy weather steering W S W wind from the
S E. Latter part a light breeze and pleasant weather
at 8 AM wind from S braced the yards and steered West
with all sail set. at 11 AM steered West N W
Thus ends

Lat 55° 32' S.
Long 74° 57' W.

Friday Jan 23rd

Begining with a light breeze and pleasant weather
Ship heading W N W with all sail set at 4 PM
had hail squall at 10 tacked ship S W Middle
part a fresh breeze from the N W and thick weather.
Latter part much the same. Ship heading W S W
Thus ends these 24 hours.

No Obs

Saturday Jan 24th

First part these 24 hours begining with calms and thick
weather at 7 PM thick fog and a light breeze
Ship heading S W by W. Middle part thick rainy
weather and calm Latter part strong breeze from
the W by N. at 8 AM more moderate tacked Ship and
steered W watch employed in breaking out provisions

Thus ends.

Lat 55° 33' S.
Sunday Jan 25th Long 80° 18' W.

First part these 24 hours Begining with a breeze from
the Southward and Westward at 10 PM squared the
yards and steered W by N N and set the fore topmast
Studding sail pleasant weather. Middle part nearly Calm
Latter part fresh breeze from the S S E and pleasant
weather Ship's Course N by W. Thus ends these 24 hours.

Lat 54° 35' S.
Long 83° 23' W.

Monday Jan 26th 1857.

Commencez with a light breeze from the S. S. E. and pleasant weather Ship's Course N. W. by W. Middle part a strong breeze from the S. by E. Course N. W. by W. Latter part much the same wind from the S. W. with squalls watch employed in rigging lower and topgallant sail Studding sail one sail in sight Course W. N. W. Thus ends there 24 hours Lat. $52^{\circ}27'$ Long $85^{\circ}19'$

Beginz with strong Tuesday Jan 27th breeze and Pleasant watch employed in repairing the lower studding sail at 6 P. M. At the topmast and topgallant Studding sails Course N. W. wind from the W. S. W. Middle part a light breeze and pleasant weather Latter part much the same Steering N. N. W. with all sail set. Thus ends there 24 hours. Lat $49^{\circ}30'$ S Long $86^{\circ}51\frac{1}{2}'$ W

Wednesday 28th

Beginz with light winds from the Westward and pleasant weather Course N. E. by N. one sail in sight steering to the S. S. E. Middle part a light stedy breeze from the W. S. W. and pleasant weather Latter part much the same. Steering N. E. by N. Thus ends there 24 hours.

Lat $47^{\circ}50'$ S.
Long $82^{\circ}37'$ W.

Thursday Jan 29th

First part there 24 hours beginz light breeze from the W. S. W. and pleasant weather steering N. E. by N. with all sail set Middle part light winds and pleasant weather Course N. N. E.

Latter part much the same watch employed in repairing the Mizzen topsail. one sail in sight pleasant weather. Thus ends.

Lat. $46^{\circ}12'$ S.
Long $79^{\circ}39'$ W.

59

Friday Jan 30th 1857.

Commences with a light steady breeze from the S by W. Course N by E. watch still at work on the Mizzen topsail at 2 P.M. finished and sent it aloft at 7 P.M. course N by E pleasant weather Middle part thick Cloudy weather and a fresh breeze from the S by E. Course N by E. Latter part much the same at 10 A.M. more moderate course N E by N. nothing in sight. Thus ends. Lat No Obs

Saturday 31st

Commences with a fresh breeze and thick weather. Course N E one sail in sight at 7 P.M. hauled in the lower and top gallant Studding sail at 11 A.M. hauled in the topmost Studding sail & clewed up the topgallant sails and come to the wind hedding to the Southward and westward. Middle part moderate winds Latter part fresh breeze and thick weather at 5 set the topgallant sails and steered N E by E one sail in sight at 6 land in sight saw two hum p-backs five sails in sight wind from the West pleasant weather Thus ends

Lat 43° 29' S.

Sunday Jan Feb 1st

Commences with a light breeze from the Westward 5 sailer in sight Land still in sight at 2 P.M. rainy weather at 6 P.M. spoke the Baryne Citizen of Mantucket 15 months out 700 bbl sp. nothing else in sight Middle part a strong breeze and thick weather wind from the S by W took in the topgallant sails and doubled reefed the fore and mizzen topsails. Latter part much the same at 5 A.M. made sail and steered N W by W nothing in sight thus ends.

Lat 41° 58' S.
Long 76° 06' W.

Monday Feb 2nd

Begins with a light breeze and thick Cloudy weather course N W one sail in sight Middle part the same course N E by E. Latter part pleasant weather watch employed on ship duty Thus ends there 24 hours. course N by E.

Lat 40° 05' S.
Long 75° 01' W.

Tuesday Feb 3rd 1857

Commences with a light breeze from the Southward & pleasant weather Course N Land in sight on our starboard beam watch employed in making sennet and other ship's duty Middle part a light steady breeze and thick weather Course N by W Latter part fresh breeze from the N.W. at 8 AM took in the top gallant sails and doubled reefed the topsails Ship heading W S W Thus ends these 24 hours.

No Ab.

Wednesday Feb 4th

Commences with a strong breeze from the N.W. at 2 PM took in the mainsail and jibb at 3 took in the fore topsail. blowing fresh at 7 PM lying to under close reef main and mizzen topsails and fore sail. blowing a gale Ship heading W by S. a heavy sea running hoisted the Boats on the upper cranes. at 9 a heavy sea came the Ship gave a lee lurch and took both bow & waist Boats with all their craft off the cranes and the bow boats after Davit. the others slipped out of their rockets and cut the rail down broke the lash rail and split the bulwarks lost two shots of tow line and all four lower blocks with the Boats. at 10 1/2 took in the mizzen topsail and and foresail set the main spencer. Middle part more moderate Ship heading S. Latter part still moderating at 5 ship heading S E by S. wore Ship heading W S W at 6 made more sail. one sail in sight. at 8 saw an our lowerd a boat and picked it up & pulled to the windward to see if we could find anything more but returned without success wind S. S. W and hauling to the Westward Thus ends cruising for the boats

Lat 38° 29' S
Long 75° 32' W

[57]

Thursday Feb 5th 1857.

Commences with a light breeze from the South & Westward
cruising for the Boats at 4 PM wind breazing took in the
mainsail and jib & doubled reefed the topsails. Ship
heading S by W one sail in sight at 7 took in the fore
topsail & closed reefed the mizen topsail heading S by W
Middle part strong breeze and squally weather wind
N & W at 5 AM wore ship and made sail steering N W
at 10 saw a boat sail toward a boat and picked it up
Latter part light breeze and pleasant weather steering
E by N Thus ends these 24 hours Lat 38° 24' N
cruising for the Boats Long 74° 51' W

Friday Feb 6th

Commences with a light breeze and pleasant
weather wind from the Southward & Westward
steering N single reefed topsails still cruising for
the Boats. one sail in sight Middle part a moderate
breeze and pleasant weather course N by E Latter part
much the same one sail in sight. Course N E
the watch employed on common ship duty
at half past 11 saw something that looked like
Land but could not make it out for certain
nothing else in sight Thus ends these 24 hours
Lat 36° 47' N
Long 74° 13' W

Saturday Feb 7th

Commences with light air from the Southward
& Westward Course N E at 6 PM we took in the main
top gallant sail steering N E by E rain squall
Middle part light breeze course N E by E
Latter part light breezes and pleasant steering for
Palcabana hatch employed in getting the Anchors
ready steering for the passage.
Thus ends.

Ship Carolina in the

Sunday Feb 8th 1857

Commences with a light breeze from the Southward & westward steering for the passage at 1 P.M. we entered the passage beating up the Bay with a good breeze at 5 P.M. we came to Anchor in 6 fathoms of water in company with several other whale ships and two or three Merchantmen at 8 set the watch for the night Middle part a light breeze from the Southward & Westward pleasant weather the latter part the same the Starboard watch on Liberty. Thus ends these 24 hours. the Mate on shore sick.



Salubrious

Monday Feb 9th

Commences with a light breeze & pleasant weather the Starboard watch still on liberty Middle part pleasant weather latter part the same all hands employed in breaking out the hold Thus ends these 24 hours the Carpenter in the Calabose

Tuesday Feb 10th

Commences with light air from the Westward all hands employed in breaking out and stowing water Middle part strong breezes from the Northward the latter part the same with rain Thus ends these 24 hours

Wednesday Feb 11th

Commences with wind from the N.E. and thick rainy weather at 3 P.M. it cleared. Middle part Pleasant latter part raining all hands employed in stowing down Casks for water pleasant weather Thus ends

Thursday Feb 12th

Commences with pleasant weather wind from the Westward middle part fine weather latter part the same received on board from water Boat 12 gallons of water. Thus ends these 24 hours

Port of Talcahuano.

Friday Feb 13th 1857

Commenced with fine pleasant weather all hands employed in stowing off the hold & painting the Ship Middle part pleasant, latter part the same the Starboard watch, & shore on Liberty watch employed in painting the Ship carpenter on board repairing the Rail

Saturday Feb 14th

Commenced with a fresh breeze from the Westward watch employed in painting Ship. the Starboard watch still on Liberty Middle part light breeze from Westward watch came on board & men minding vig. Maple. Quinby. Mike. & Mead. Latter part fresh breeze from the Southward pleasant received on board 47 bbls Potatoes. Thus ends

Sunday Feb 15th

Commenced with strong breeze from the Southward & pleasant weather Middle part the same latter light air and pleasant weather. the Starboard watch on liberty. Thus ends there 24 hours

Monday Feb 16th

Commenced with light winds from the Southward pleasant weather the watch still on shore Middle part fine weather latter part much the same the watch came on board. Antonio Boatsteerer Deserted Blacksmith in the Calabazas received on board 14 bbls Potatoes. Thus ends there 24 hours

Tuesday Feb 17th

Commenced with light air from the Westward and pleasant weather I discharged the Mate and shipped another one Middle part fine weather latter part the same Thus ends there 24 hours

Wednesday Feb 18th

Commenced with a fresh breeze from the Southward and fine weather Middle part Pleasant latter part the same all hands employed in getting the ship ready for sea

Ship Carolina of New Bedford

The middle & last part good weather

Friday Feb the 20

The first part came in with good weather at 2 p.m.
Took our anchor & stood to sea with a fair
breeze from the S.E. at 6 p.m. Run 30 miles from
Salvahuano course of W. all day
The middle & last part fresh breeze in place of rain
In heels & S. with
Lat By the 31. 30. S

Saturday Feb the 21

The first part came in with strong breezes with a heavy
breeze from the S. W. Course of W.
The middle & last part good weather & a good breeze

Sunday Feb the 22

The first part came in with good weather from
breeze light duty & course of W. One Ra Lincolns
Ship off duty from Salavhuano from here
The middle & last part good weather

Monday Feb the 23

The first part came in with good weather like breezes
from the S.E. course of W.

The middle & last part good weather broken out for and
even & molasses

Tuesday Feb the 24

The first part came in with good weather John up
here again from at 6 to 8 by 6 course of W.
The middle & last part good weather in place in various
ships duty

Wednesday Feb the 25

The first part came in with good weather John up again
last in down course of W.
The middle & last part good weather

Thursday Feb the 26

The first part came in with good weather down in John
up & down again course of W. with S.E.
The Steward at the wheel

J. (Hardin Master

1857

The middle & last part good weather in place (some up & down) from up rig in also a light breeze a Mass. Stand in to the South

Friday Feb the 27
The first part came in with good weather & calm in the rig in. Wind S.E. Course off W. The middle & last part good weather & calm in the rig in fore

Saturday Feb the 28
The first part came in with good weather all hands at work. Wind S.E. Course off W. The middle & last part good weather. Much the same to get in but put a lane up

Sunday March the 1
The first part came in with good weather all hands at work in the rig in also a light breeze S.E. Course off W. The middle & last part good weather

Monday March the 2
The first part came in with good weather & a good breeze from the S.E. Course off W. The middle & last part good weather & calm in the rig in

Tuesday March the 3
The first part came in with good weather & a good breeze from the S.E. Course off W. The middle & last part good weather & calm in the rig in

Wednesday March 4
The first part came in with good weather & calm in the rig in. Wind S.E. Course off W. The middle & last part good weather & calm in the rig in

Thursday March 5
The first part came in with good weather & calm in the rig in. Wind S.E. Course off W. The middle & last part good weather & calm in the rig in

Friday March 6
The first part came in with good weather & calm in the rig in. Wind S.E. Course off W. The middle & last part good weather & calm in the rig in

High Carolina (N) therefore
the middle & last part good weather but a state bark
H to the river all hands to work in the rig in

Saturday March # 7

The first part came in with good weather got through
the first rig in at sundown full in the tide (tail)
the middle & last part good weather broke but water & mud in the
here to calient tail

Sunday March # 8

The first part came in with good weather got through
with the rig in clear at 11 & 11 at 11 during the day
under easy sail (Anchored) expect for a while
The middle & last part good weather

Lat By 16 h 14 S
Long 99.30 W

Monday March # 9

The first part came in with good weather moderate breezes
at 5 pm set fore top mast & main to get
the first sail
The middle & last part Rainy thick weather

Tuesday March # 10

The first part came in with thick Rainy weather
at 11 at 11
The middle & last part rainy weather made & set up a new
main top mast stay for the main top mast stay sail

Wednesday March # 11

The first part came in with calms & squalls & wind
from all parts of the compass (even) at 11 at 11
The middle & last part good weather

Lat By 16 h 11 S
Long 100 W

Thursday March # 12

The first part came in with good weather like breezes
from the S & E course of 11 by 11
The middle & last part moderate & heavy

Friday March # 13

The first part good weather like breezes from the S & E
at 11 at 11 heavy course of 11 by 11
The middle & last part Rainy

Standing Macker
Saturday March 11th

1857

The first part came in with tide air from the E. in
Saw Sun fin backs course W at 11th
The middle & last part good weather fainter light in side

Sunday March 11th 15
The first part came in with good weather got through
faintly at 2 p.m. Saw Sun fins Backs & far side
Only got
The middle & last part good weather very warm & tide breeze

Monday March 11th 16
The first part came in with good weather tide air from
the S. & E. wind & very warm course at 11th 15
The middle & last part tide air calm calm up Sun
& fainter than & Carcas fainter

Tuesday March 17
The first part came in with tide air & calm course
at 11th 15
The middle & last part tide air calm but down before
tail to repair all hand mending sail & Brake in
Be twint Deck cooper in Breach Tail & spars & cleaning
up putting things in their place for use

Wednesday March 18th
The first part came in with tide air & calm course
at 11th 15
The middle & last part good weather Brake in Port & mending
Sails

Thursday March 19th
The first part came in with good weather. Bent the
the mending the main to galant sail & put it & got
through Brake in Port Be twint Deck at before hand
all hand
The middle & last part equally weather

Friday March 20th
The first part came in with rainy weather the main Port
at 11th course at 11th 15 & tide air & calm from the
S. W. The middle & last part good weather

58
The Ship seems to leave Sum In her upper work pump Once a week
Sum 3 Shells a round

Octobers comin down from the 1st regin weather pump twice a week
October "16 She has tried 4 days feed ~~her~~ in the head has bin gone
Weather
The Ship dont leave any in smooth weather

December 22 The first Officers Off of Duty with a lame side

I steamed my side Leavin up anchors in Candarus is bay while
The Hawk was a shore 5 of us all told side to leave the anchor
With 75 fathoms of chain & no bottom the anchor 2200 fms. weight
It is the last place for any man to be sick since they are out
Of the question I have had a hard trial in this ship I have
had every whale misred that I have bin a long side of at the
Least 450 blks is not that hard for a man that has got every
Energy a bout him no man can get a voyage at that rate
I shipped to go on coda as expressly & the ship went in the
Chotok Sea & the capt a greede to land me in Talcahuano
In one year from the time that I shipped But he is a gene to love
me at Sum with island

Lat

1854

Ship Columbia (Columbia)
Saturday March # 21

The first part came in with light breeze & calm
The wind S.W. & course N.W. by N
The middle & last part showery

Sunday March # 22

Spent came in with squally weather the wind bit of E
course at N by N
The middle & last part showery

Monday March # 23

The first part came in with good weather & a good breeze
from the S.W. at 6 P.M. & squally & course N.W. by N
The middle & last part squally weather wind at E & S

Tuesday March # 24

The first part begins with squally weather & fresh
breezes from the S.W. & E. & course N.W. by N
The middle & last part squally with fresh breezes from the S.W.

Wednesday March # 25

The first part came in with good weather & a good breeze
course N.W. by N
The middle & last part good weather mending a gale that
was split off of Cape Horn

Thursday March # 26

The first part came in with good weather got the
gale mended at 12 past 1 P.M. & on board the
Columbia course N.W. by N
The middle & last part good weather mending the Spankers
and bent it & in baron sundries make Span Yarn

Friday March # 27

The first part begins with good weather & steady
breezes course N.W. by N
The middle & last part good weather Repair the main sail

Saturday March # 28

The first part came in with good weather mending
and bent the main sail course N.W. by N

S C Harding Master

1857

The middle & last part good weather repair the main top
Sail Sunday March 29

The first part came in with good weather at 5 p.m.
Got the main top sail bent at 6 got through
Washington off Leeks good trades course W S W
The middle & last part good weather

Monday March 30
The first part came in with good weather & a good
Breeze well to the Eward Course W S W
The middle & last part good weather set up the fly jib & forestay
Gulcher stay Tuesday March 31

The first part came in with good weather & a good breeze
make in spun yarn & down barrow neptunus course
W S W
The middle & last part good weather bent the main top mast
stay sail Wednesday April 1

The first part came in with good weather & a good breeze
Course W by N
The middle & last part good weather set up a spring stay
for the main stay sail

Thursday April 2
The first part came in with good weather
Course W by N
The middle & last part good weather bent down the fore top
sail & repaired it & bent another blue & white hemp sail

Friday April 3
The first part came in with good weather
Course W S W
The middle & last part like breezes bent the main stay sail

Saturday Apr 4
The first part came in with good weather the wind
very light course W by N
The middle & last part good weather

Sunday Apr 5
The first part came in with good weather like breezes Course
W by N
set By the 17 53
Aug 1 57 11

Ship Canina Of Newbury

The midle & last part good weather but tile winds from
The Cuore Saw a Ship Standing the same way

Monday Apr 6

The first part came in with good weather breezes
tile from the Cuore Course W by S
The midle & last part weather tile breezes from the Cuore

Tuesday Apr 7

The first part came in with good weather tile winds from
The Cuore, The Sail Still in tile same 10 miles Off
Course W by S

The midle & last part good weather at 7 A.M. made E by the barin
W S W Dist 50 miles

Wednesday Apr 8

The first part came in with good weather at 2 P.M. made
through the barin W of W Dist 40 miles Off

The midle & last part tile air & calms Standing in for Lohaina main

Thursday Apr 9

The first part came in with good weather tile breezes from the
Cuore at 4 P.M. got the chain bent & anchor off the bow

At 5 miles from the anchorage One Ship at anchor &
One within of at 1/2 past 9 P.M. near shore Off

Off Lohaina main In 25 fathom of water at 7 A.M.

The capt went ashore and discharged a Pick Ra Knokai

Friday Apr 10



Lohaina main

The first part came in with good weather S.W. & Land 14 hls

Only 3 hags of the Ruco & 50 Bins of Ruco got the here June

10 On 10 P.M. him at 4 P.M. capt the came On here &
He took our anchor & got under way with a tile breezes

At 9 got a strong breezes Heerin & faint course by Ruco
With all Sail On

The midle & last part tile air & calms makem little or no head way
The 10 all in tile Saw 20 Ships lay in Off of him lula

Saturday Apr 11

The first part came in with tile air & calms at 4 P.M.
tile breeze from the S.W. the came in tile had at June 30
miles Off in Buisy Straiting things Off

W & Harding Master

18 57

The middle & last part good weather & little air from the S W

Sunday Apr 12

The first part comes in with good weather the wind little E of S
Course W

The middle & last part little air & calm
Lat By the 10.58.15
Long 1.61 W

Monday Apr 13

The first part comes in with calm & little breezes from the S W
A 56 & 9 Calms

The middle & last part calm & showery wind all around the compass

Tuesday Apr 14

The first part comes in with lull weather and rain saw Black

fish covered did not strike saw ship with the worst course

W of South the middle & last fresh breezes & squally

Wednesday Apr 15

The first part comes in with fresh breezes from the S E

Course W. W. of the middle & last part fresh breezes but bent the

main to violent strain sail

Thursday Apr 16

The first part comes in with fresh breezes from the S E & E

Course W. W. of the middle & last part good weather & fresh
Breezes Lat By the 22.09.00

Friday Apr 17

The first part comes in with good weather & a good breeze

from the S E & E

The middle & last part good weather the wind from S W to S E

every thing all ready for action

Saturday Apr 18

The first part comes in with good weather wind but S E course

W. W. of Sun 5 knot Breeze the middle & last part little breezes all
around the compass Lat By the 22.58.15

Sunday Apr 19

The first part comes in with good weather but little breezes

from the E

The middle & last little air & calm

Monday Apr 20

The first part comes in with good weather but heavy little

breezes from the E

Ship Carolina of Newcastle

The midle & last part lile airs & calm

Tuesday Apr 21

The first part came in with good weather lile breezes from the Eward Course W. The midle & last part good weather
Lent Down the fore Rigail yard

Wednesday Apr 22

The first part came in with good weather & lile breezes E of E Course W. The midle & last part good weather the winds from the Eward lile but the crew

Friday Apr 23

The first part came in with good weather set up the stee In the cabin the winds moderate from the Eward course W by S

The midle & last part good weather wind cut S W

Saturday Apr 24

The first part came in with good weather & light breezes from the S W. Bore the main Rigail course W by S
The midle & last part lile airs & calm & a heavy swell from the S W

Sunday Apr 25

The first part came in with light airs from the S W. Bore a Dolphin & a alder ore had quite a Calcut
At 4 Pm a good Breeze Sprung up from the S W
A heavy swell from the S W course W by S

The midle & last part light airs & calm Lat By 15.32 N Long 137.50 E

Monday Apr 26

The first part came in with light Breezes from the S W. Bore
Was one line for Buck We feel thank God that that is

Seen thin alive ad well ad has selves This day has bin very warm We have a good look but cant find them yet course W by S The midle & last part light airs & calm the wind cut from the S W

Tuesday Apr 27

The first part came in with light Breezes from the S W
Fell in the Sillar in case of an emergency & Jack's
Course S by W The midle & last part good weather No Sat Thomas Brown for mast hain In the Rigail the Capt gave him good flagging for Deposition only & perished him right he said that he would behave
Him self to beat him down by Order from the Capt. He went to duty
but a harden Tharks In veins for an salar he Peragised
Set him but he had Bin a good man to be for the good

Jam & Harding Master
Wednesday Apr 11 28

1832

The first part begins with drizzly weather & the wind a head
at 1 p.m. breezes a gale to the S.E. & breezes up again
Breeze course of S.W. by W. The mid & last part good weather & a good
Breeze from the S.E.

Thursday Apr 12 29

The first part comes in with good weather & a good breeze from
the S.E. Course of W. The mid & last part foggy the wind but S.W.

Friday May 1

The first part comes in with thick drizzling weather weather
at 1 p.m. let up the wind but at 4 p.m. lull'd this

leaving at W by W by the wind The mid & last part good weather

Saturday May 2

The first part comes in with good weather
A case of Parona (one of the crew came off & entered
at Com. I want to the capt. that Sam Bury had told I think
from him now there it is we must have a search for the
Helen yet. So we had all of their chests pulled out
near the head. But we did not see a single one of them
head. W by W by the wind

The mid & last part light breezes east 2. Turkeys Sun a fine look

Sunday May 3

The first part comes in with good weather The wind but to
the S.E. & wind course of W by W

The mid & last part light air & calm

Monday May 4

The first part comes in with calm
The mid & last part calm all of the fore mast hands on deck
till they can find the missing bottles that was stole from the
by Knicker & they have to have no wash till then
head

Tuesday May 5

The first part comes with calm at 2 p.m. a breeze Spring
up from the W. wind course of S.W.
The mid & last part good weather

Wednesday May 6

The first part comes in with good weather & light breezes from the
W. wind course of W by W

Ship Carolina 17 September

The middle & last fresh breezes at 4 at 11 in the fore
Sails & at 8 at 11 in the last weather fore & main top sails
& weather the main & fore the main course & set the
fore & aft sails blowing fresh from the S W

Thursday May 11th

The first part came in with rain blowing fresh took the kites
up at 2 P.M. The wind veered to the S W & carried & set
go there ship at 5 6 & 7 moderate heading and course at W
By W under short sail

The middle & last part fresh breezes from the S & E wind & rain
all sail but

Friday May 12th

The first part came in with thick rainy weather strong breezes
at 2 P.M. took in the light sails & weather the main
top sail thick & rainy course at S W by at

The middle & last part fresh breezes from the S E & a ugly
sea on all sail but bent a new main top mast stay sail
Set by the 39 0500

Saturday May 13th

The first part came in with fresh breezes at 3 P.M.
Double weather top sails set 6 P.M. took in the main
course & were ship heading at S by the wind & ugly sea
on the middle & last part calm & a ugly sea on

Sunday May 14th

The first part came in with calm sent down the old lamp for
top sail & bent & ble cotton sail at 7 P.M. no breeze yet
The middle & last part good weather & a good breeze from the S W

Monday May 15th

The first part came in with thick weather & a good breeze from the
S W at 5 6 & 7 rainy course at S W by at

The middle & last part heavy squalls last weather & fueled
the main top sail set 10 moderate made all sail wind S W

Tuesday May 16th

The first part came in thick & squally last weather
fore & main & fueled the main top sail heavy squalls
from the S W course at S by at a heavy sea on
at 5 P.M. bent the ship by which last weather main top sail
and fore sail blowing hard from the S W
The middle & last part blowing hard at 7 at 11 fueled the fore
course

J C Harding Master

1857

Wednesday May 13 No Ah

The first part came in the same a fresh gale from the
at 11 at 1 p.m. till the fore course the ship makes
good weather a very ugly sea but very cold started a fire
On the cabin the middle & last part moderate made all sail
to No Ah

Thursday May 14

The first part came in with good weather very cold saw
high ship tracks the wind from the S E course of 11 1/2
the middle & last part fresh breezes at 7 at 10 p.m. weather the ship
sails to No Ah

Friday May 15

The first part came in with good weather Wind from the S E
Course of 11 1/2 the middle & last part good weather at 6 at 10 p.m.
Saw a ship from 2 miles on the weather Breeze at 7 at 10 p.m.
Calm saw no right whales lowered but didn't strike
the many galled them to No Ah

Saturday May 16

The first part came in with light air & calm
broke the day at 10 p.m. at 9 & 10 p.m.
The middle & last part light air & foggy at 10 p.m. 1.58 18 C
Saw 1.58 18 C

Sunday May 17

The first part came in with good weather spoke the ship many
times saw an bark from 10 miles off at 5 p.m.
Set in foggy here the ship to under easy sail in company
with the navy light breeze from the S E
the middle & last part fresh breezes & foggy set in all sail
but 2 weather main top sail to No Ah

Monday May 18

The first part came in with thick fog moderate but
foggy lay in a back in company with the navy
the middle & last part foggy mostly at 7 at 10 p.m. saw the
Lanc On board lower main sail steered in the sea with
light wind from the S E in company with the navy
to No Ah

Tuesday May 19

The first part came in with good clear weather cold
3 Islands on our bow from 10 miles off heading S W
By the wind with all sail bent the main royal & Rose new
main Spencer's halyards & whips the navy is from 10 miles
off stern with royal & Harding sails out to No Ah

Ship Gardina 1st September
The mid & last part thick fog broke out under 93 lbs
Wind from the off S W Steer at 11. Atulok Sea ^{Lat 50 11 1/2 N}
_{Long 153 30 E}

Wednesday May 20
The first part came in with thick fog & light breezes leading
off by W by the wind. The mid & last part moderate ^{Lat By 31.06 N}
_{Long 153 30 E}

Thursday May 21
The first part came in with good weather, saw a bar new
rain. Top mast stay sail belayed at 7 p.m. saw a ship
to the wind were standing to the ocean. The wind from the
off W course at 11. Carin all sail
The mid & last part partly foggy with
and a head wind freezing cold.

Friday May 22
The first part came in with good weather. The wind heading
off to E by off. Tacked ship at 5 p.m. heading off W
by the wind. The mid & last part good weather ^{Lat By 33.53 N}
_{Long 153 30 E}

Saturday May 23
The first part came in with good weather & a good breeze
leading off by W by the wind all sail
The mid & last part fresh breezes ^{Lat By 35.00 N}
_{Long 153 30 E}

Sunday May 24
The first part came in with good weather at 3 p.m.
under the ice & saw four or six ships stand in off & on
the ice at 7 p.m. under the same as the rest of the ships
off & on. The mid & last part good weather. Cruise in a long the ice
the ships a hark in site only ^{Lat By 35.47 N}
_{Long 153 30 E}

Monday May 25
The first part came in with good weather. But very cold at 1/2
at 1 p.m. saw a hump back in sight to the W and
to a heading of W by W under all sail by the wind. Wind from
the off W by the mid & last part good weather cold as thunder ^{Lat By 36.06 N}
_{Long 153 30 E}

Tuesday May 26
The first part came in with good weather at 1 p.m. saw de
tached ice all around. One sail in site leading off W by off
the wind. But to the off W & were
The mid & last part foggy. Steered off W by off. Saw a ship
with a hump back a long time at 11.

Standing Master
Wednesday May 11. 17

1857

The first part came in with good weather. Saw
2 Be heads lowered will distant strike came a head
Spoke the boats up & lowered a gun at 6 pm had the
same look got with in a quarter of a mile of him
came a head 2 ships in sight
The middle & last part the air calm & foggy 14th 18th

Thursday May 11. 18

The first part came in with good weather. Steering at 'W'
At 3 pm saw him to be 8 & Be heads lowered but distant
Strike the wind to be the same but at 4 pm very cold
The middle & last part fresh breezes from the S & at 7 pm
Law a whale gun quick to the windward. Kelp off at 'W' at 10 pm
Made the same turn. Sat By 5 7 17. 18

Friday May 11. 19

The first part came in with good weather. Sent 3 boats
In there but saw no whales. At 6 calm close weather
At 9 the air from the S W
The middle & last part good weather. Steering at by 6

Saturday May 11. 20

The first part came in with good weather at 1 pm saw a ship
At 4 pm had 5 pm saw a whale saw the ship lowered
But did not strike at 9 pm came a head head in the S
and sword under short sail
The middle & last part good weather. Saw a whale gun to the air

Sunday May 11. 21

The first part came in with good weather. Very cold. Saw in
Saw 2 Be heads. Spoke the company of new Bedford. One whale
His head in the air to the S W
The middle & last part good weather. Saw many men through ice in company
with the company of new Bedford. Standing to the S & W. 18th

Monday June 11. 1.

The first part came in with good weather at 3 pm came up to
The middle in 6 pm as far as can see from the mist. Head
standing to the S W. Head in the air. At 9 pm
Saw in light sails & below the car raised up. One whale
A round under easy sail. 3 ships in sight. Saw in the same

Ship Carolina of New Bedford

The first part foggy mist by at 10 am the fog cleared
Up saw the large Shanters island bar in of 11 Dist 30 miles
A great quantity of ice in the bar but not heavy

Tuesday June 11th

The first part came in with good weather we spun to
The northward & went up through the ice & ships in the
At 7 pm the land bars 11th at 11 Dist 15 miles at 12 past
1 pm saw a whale lowered & galled him with the bars
The light air from the bar
The wind rising & snow pale standing in the twist 2 islands for
Shanters bar One ship a stern standing in

Wednesday June 12th

The first part came in with good weather The bar & the
How boat sent in shore look in for whales saw men
At 8 pm got a horn of the ship the passage for
The ice at the bar wind dead ahead at 10 pm out of
The passage 20 miles in from sea the an
The wind all ready to let go
The middle & last part light air & calms came to beat
But but calms & currents prevailed so that we had
to come to anchor the italy of which came in and
Anchored with us

Thursday June 13th

The first part came in with light air & calms we got
Under way & at 6 pm came to anchor again
The wind dead away & the current run in to Spring

That we found no current Sterned so we anchored
a gun in 20 fathoms of water in the South passage
Shanters island saw no whales got a good catch of
The under bar la sent in about with the current
The middle & last part fresh breezes at 5 pm got under
The wind had beaten but the bar at 7 pm the
The bar was making a gun away & carried away the fly
The gun the gun May bell & the bar of the bar
At 8 pm got clear away & got on a gun

Friday June 14th The first part came in
With a young gun at 6 pm the ship to the bar

S. C. Hardin Master

I wreath main top sail & stay sails a raising of 6 or
Lund on the lee beam & on the weather beam 12
miles off the lee beam 15 miles a bearing of the weather
the middle last part raising & still blowing hard the calm down
15 miles under our lee the itty to the leeward of us

Saturday June 11th 6

The first part came in with fresh breezes from the N E
let last wreath fore main top sail & I wreath
main fore case stay sails saw a ship under our lee
at 4 p.m. with last wreath top sail & back in sight
there left at day hunters the middle the same the last part
indicate let down the wreath out of the top sails thick foggy

Sunday June 12th

The first part came in with good weather the wind still
let N E at 2 p.m. Steered off S W in the N W passage
for hunters Bay the calm down 15 miles off on the Starboard
beam saw a ship standing the passage at 7 p.m. down 15
miles in the wind very light
the middle & last part good weather at 7 o'clock saw a whale
lowered but saw no more of him & thick in tide

Monday June 13th

The first part came in with good weather Jack & Jack
at long the ice but no whales the main Lund & hunters
in tide but cant get in the in the for ice the wind
out to the west were down down to the hunters
but is as far as we can get for ice

The middle & last part good weather at 1 o'clock saw a whale lowered
saw no more of him at 9 o'clock a whale the N E part
lowered & thick but get him

Tuesday June 14th

The first part came in with calms at low sun got the
Whale a long ride at 5 p.m. got him in at 8 p.m.
the itty of sun with islands in the off the
hunters in the N W passage let to land
the middle & last part fresh breezes & foggy under
short sail to him

Wednesday June 15th

The first part came in with fresh breezes & waves like thunder from the
N E under easy sail to him

Ship Carolina 18 masted
the middle line bent from the S E direction the last
part light air & calm

Thursday June 11

The first part came in with calm at 1 p.m. in a head
wind 10 miles from Felix the middle & the last part
coming in the middle last part rainy at 6 p.m. foggy
at 5 p.m. got through bridge 33 fms

Friday June 12

The first part came in with the same rain at 6 p.m. from 1
sails in tide at anchor at 6 p.m. took anchor ice came in from
at 2 p.m. anchored a gale at 6 p.m. wind an edge a gale
the middle rainy & light breezes from the S E under top sails
the middle & last part rainy & foggy the wind at 6
at 6 p.m. took anchor Water 12 to 15 fathoms

Saturday June 13

The first part came in rainy & fresh at 6 p.m. at 2 p.m.
weathered down at 4 p.m. moderate from 3 sails in tide
good land all a round but no whales
the middle rainy the latter part weather showing down till

Sunday June 14

The first part came in with with good weather at 6 p.m.
got down showing down 30 fms within that 30 fms all sail
to anchors the wind still at 6 p.m. dead a heavy
the middle & last part fresh breezes & thick foggy tide Ram & Ince

Monday June 15

The first part came in with fresh gales from the S E thick

foggy & show came in 3 p.m. with top sails & fore course
down to working but the 3rd from 3 sails on the lee beam
the middle last fresh breezes & rain the wind at 6 p.m. still

Tuesday June 16

The first part came in with light air from the S E
made all sail at 1 p.m. light of the 1st & 2nd sails the
the middle little or no wind may get in but the heavy
the middle & last part thick foggy weather

Wednesday June 17

The first part came in with thick weather the wind at 6
still calm all sail

Harding Master

1865

The middle & last part thick foggy & rain like thunder fresh breezes

From the S E Thursday June 18

The first part came in with thick & snow at 3 pm. At 4 pm the wind at E at 5 pm big thunders & rain E by South dist 10 miles from breezes. The middle & last part thick foggy weather & fresh breezes from the S E

Friday June 19

The first part raining & thick weather leading E by S by the wind from 15 miles S E from big thunders. The middle & last part thick foggy

Saturday June 20

The first part came in with foggy weather & thick the ship came (the new London) the wind at E but to the S E & thunders. The middle & last part thick foggy

Sunday June 21

The first part came in with rain & weather came in (off of Round Island) ice from 10 miles off there but not heavy. At 6 pm saw a whale & ice. The wind at E

The middle & last part light breezes & sun foggy. Saw a whale. Go in quick

Monday June 22

The first part came in with fresh breezes from the S E off of Bird Island

The middle & last part thick foggy at 4 pm saw Round Island. Saw the area of new London

Tuesday June 23

The first part part came in with thick weather at 10 pm. Saw Bird Island. Close a bird & a ship. Thund in the S E. Towards Round Island. The middle & last part thick foggy

Wednesday June 24

The first part came in with thick foggy. The middle & last part thick weather & raining

Thursday June 25

The first part came in with thick rainy weather. The wind at E

Ship (Antica) of New Bedford
The mid & last part thick fog at 7 A.M. at up
saw the land from 20 miles off the coast. Light
light air from the S.W.

Tuesday June 26
The first part came in with thick fog
saw the land from 20 miles off the coast. Light
the mid & last part good weather saw whales from 10 miles
the west were from Bird Island with abundant strike 3 ships
in file

Wednesday June 27
The first part came in with good weather. Had to the
S.W. of Bird Island to the ice lapped to the wind. The
saw from the S.W. saw the cages of new London
to anchor by Bird Island. The mid & last part good weather
saw no whale however did not strike the air from the S.W.

Thursday June 28
The first part came in with good weather at 1/2 past
9 P.M. anchored from 5 miles off the Bird Island
in 17 fathoms of water. The mid & last part at 5 A.M. last part
anchored at 10 A.M. sent 4 boats in there look for whales at 10
A.M. then thick weather let go the barbed anchor from
the S.W. to the land. Retired from Bird Island & Big Shantlers Island
in 13 fathoms of water having 15 fathoms of chain
range the chain part cut side of the horse hole
went to examine it found that one link was
broke off by a flaw

Friday June 29
The first part came in with thick weather the boats
came on board at 3 P.M. saw no whales got a spare
anchor on the bow 950 pounds weight. Had the
same chain on the mid & last part thick fog sent 1 boat
in there in search of whales

Saturday June 30
The first part came in with thick weather the boats still
from the ship. The mid & last part thick weather

Sunday July 1
The first part came in with thick weather at 1 P.M. the
boats came a board saw one whale. The fog then thick
lost sight of him at 3 P.M. got under way then in for the bay
saw no whales & at 4 P.M. anchored in 13 fathoms of water
ships in file to anchor from 8 miles from Shantlers

Hunting Whales

The middle & last part thick weather sent the 1st by boat in search of whales
Thursday July " 2

The first part came in with heavy weather the middle & last part good weather the boat still kept working in the ship with Bay anchored down 4 times

Friday July " 3 1 1 1 1

The first part came in with thick weather & frost breeze from the S.E. let go the 1st anchor hauled it up & ran in the Bay the middle & last part good weather took anchor stood up the Bay at 12 P.M. the boats came on board saw a good many whales in the ice got many

Saturday July " 4 1

The first part came in with good weather at 1 o'clock in the S.W. West in search of whales saw many but 3 or 4 from the ship got many at 7 from anchor in the Bay in 15 fathoms of ice the middle & last part good weather saw many & as 11 whales a boat the Bay boats down all day the whales is very wild

Sunday July " 5

The first part came in with thick fog & rain took anchor down 6 miles W. from wall thunders in 15 fathoms water down & ships & boats in the Bay were hidden the middle & last part thick weather sent the 1st by boat in search of whales

Monday July " 6

The first part came in with good weather the 1st boat from the ship the middle & last part good weather at 10 o'clock in the Bay took anchor got him long side at 2 from got him cut in

Tuesday July " 7

The first part came in with good weather cut in two whales one got another the middle & last part thick fog (overcast) boat at 2 o'clock in the Bay

Wednesday July " 8

The first part came in with good weather the craft got under way & took up to the head of the Bay & saw many whales in the Bay cut a boat at 9 from no whales saw many 12 or 13 whales in the Bay 20 miles off the shore

The middle & last part good weather Berlin & whaler a great many whales in the Bay Boat will off

Thursday July " 9

The first part came in with good weather got down began to at 9 from well up in the Bay at anchor

Ship Carolina (Y. new Bedford)
The middle & last part good weather at 10 p.m. got
through hauled at 1/2 past 1 p.m. lowered 3 Boats
this whales with

Friday July "10"
The first part came in with good weather at 8 p.m.
Boats all a head got no whales this day very with
the middle & last part good weather plenty whales But no wind

Saturday July "11"
The first part came in with calm & plenty got run thro
ough with a rough the middle & last part good weather 2 Boats
The rest of us thrown down till at 12 got through 55 lbs

Sunday July "12"
The first part came in with good weather the Boats
Came aboard at 7 p.m. no whales at 4 p.m. took our
anchors & stood up the Bay with in 15 miles of the head
the middle & last part good weather

Monday July "13"
The first part came in with good weather saw four whales
But didn't strike with
The middle & last part good weather at 1 p.m. the 11 Boat got
a whale at 11 p.m. got him a long side

Tuesday July "14"
The first part came in with good weather
The middle & last part came in fine weather at 7 p.m.
lowered 3 Boats the first cut the whale in with the
best

Wednesday July "15"
The first part came in with good weather
The middle & last part good weather whales as with
one here to strike higher to the 1 Boat a large whale
A good chance in the head of the Bay

Thursday July "16"
The first part came in with good weather
Several whales down for whales Breton tailed from the
water Boat while picking up Beams on the beach saw
two jumps at the head of Shantlers Bay
The middle & last part good weather

of Captain Master

1857

Friday " 17

The first part came in with good weather got through
Burlin at 6 pm 24 lbs 3 lbs down all the while
at the 1st boat part of the time as things will ad
mit the middle & last part good weather were lowered away
at 1 pm as usual & the Furber Boat got an whale
and had been misfired for 1 day

Saturday July " 18

The first part came in with good weather all the
day down but did not strike
The middle & last part light air & calms got no whales this
day

Sunday July " 19

The first part came in with good weather in whaler
got to calm we lowered our boats at 12 at 1 pm
The last part for a while
The middle & last part good weather (our boats off at 12 at 1 pm
No usual whales will

Monday July " 20

The first part came in with fresh breezes in whaler
This day boats a head at 10 down in whaler got 1 whale
day in the day the middle & last part fresh breezes
and no whales in the Bay

Tuesday July " 21

The first part came in with fresh breezes from the
N W Saw 200 whales this day but men struck
on the Bay this day Very cold
The middle & last part good weather whales scarce

Wednesday July " 22

The first part came in with good weather whales is scarce
by the Bay & night
The middle & last part good weather Boats off present in
The men went to Funder saw no whales

Thursday July " 23

The first part came in with good weather at 6 pm
Saw an other 1st boat (out of the Bay) saw 1st whale
and let go another a whale

Ship Carolina of Newberfore
The middle & last part thick fog 3 boats off

Friday July 24

The last part comes in with thick
fog 3 boats off
The middle & last part thick fog

Saturday July 25

The first part comes in with thick fog Boats
Off the middle & last part thick weather

Sunday July 26

The first part comes in with thick weather at 7/11 in
the boats came on Board still in the bay

The middle & last part thick rainy weather all hands on board
broke out water

Monday July 27

The first part comes in with thick & dry weather
The middle & last part good weather Boats off

Tuesday July 28

The first part comes in with good weather Boats off
The middle & last part the same at anchor in the Hunter Bay

Wednesday July 29

The first part comes in with thick fog
Boats off no whales yet scarce

At 3 AM sent the Boats off at 5 AM Capt Shardin got
the ship under way & then out of Hunter Bay Be two

Thursday July 30

Small Shanties the main Current Run in strong came
to anchor with one 1000 pound anchor

Friday July 31

Boats off at 8 AM came on to blow hard thunder
at 11 AM ship dragged with 60 fathoms of chain and
the ship dragged from 3 miles let go the Hauler and
the Boat brought the ship up the latter part good
weather at 6 AM the capt. here at anchor found that
the small anchor had one blue Becke

August 1st 1841 a ha lingers on the beach in making Bay
he said that he belonged to the island kings will give
the Dan from the time of the Bay

J. C. Harding Master
Saturday August "1

1857

At 10 Am anchored in Tailors Bay in 100 fathoms of water
middle & last part good weather Beats off from 100 fms off
Bone Sum 100 pounds 00 00

Sunday Aug "2

The first part good weather Beats off the ship in Tailors
Bay Sum 10 miles from land the middle & last part
good weather Beats off no whales but fish here
at boats

Monday Aug "3

The first part comes in with good weather Beats off
Sent the boats in Murders Bay no whales their
The middle the same

Tuesday Aug "4

The first part comes in with good weather at 5 PM
got the ship underway with all sail & four lines in
Tailors Bay & anchored in 12 fathoms of water Sum 5
miles off shore the tide don't run so hard here as other
places we have been in

Wednesday Aug "5

The first part comes in with good weather Beats off Sum
Sum 8 100 00 whales & there was quite a lot of ring
The middle & last part the same Beats off

Thursday Aug "6

The first part comes in with good weather Beats
off the middle & last the same

Friday Aug "7

The first part comes in with good weather Beats off an anchor
off the whale ship wargin of new harbor
High in 100 pounds 100 pounds 00 heavier than the one
that we lost off of Round island

Saturday Aug "8

The first part begins with good weather the Beats
all on board but the Bow boat

Sunday Aug "9

The first part begins with good weather begins at
Anchor in Tailors Bay no whales night & day whales
so much & scarce

North Carolina (of New Bedford)
The middle foggy heard several whales blowing lowered but
did not get near them

Saturday Aug "10"

The first part came in with calm ship at 8 anchors
In the mouth of Potters Bay sum 8 miles from land
cut a stick for a anchor stick got it a hard beat all
On here no whale in force & mile sum 5 ships here
But ran a boiler

The middle & last part fine weather at 1 p.m. took our anchor &
stood to the S word at

Sunday Aug "11"

The first part came in with good weather at 3 p.m. Bird
Island Bars of Dist 20 miles the ship heading S. E.
With light airs from the S word at 1 p.m. sent

The L B & the W B in shore in search of whales
to the S word shore round Island Bars of W Dist 20
miles at 4 past 1 p.m. anchored in 25 fathoms of water foggy Island
Bar in S E Dist 20 miles the main land to the S W sum 25
miles Dist the middle & last part light airs & calms at 1 p.m.
Took anchor & got under way with light airs from the S word
steered different courses to the S & E word along the land from
15 to 20 miles off shore got the anchor stuck &
On the Bow

Tuesday Aug "12"

The first part came in with calms & light airs with rain
the ship out of the bay sum 15 miles off shore

The middle & last part light airs & calms the W B & L B boats
Off

Wednesday Aug "13"

The first part came in with hazy weather & a heavy swell
from the S & E word at 1 p.m. the boats got On land no
whales saw I only saw a quick. Squared the yards at 5 p.m.
and steering N. of W Bird Island Bars W by S Dist 20
miles the wind from the S & E word the main land to the S E
word sum 30 miles Dist the middle & last part thin fog

Thursday Aug "14"

The first part begins with good weather & light breezes from the S & E
word at 11 a.m. to the S word at 1 p.m. foggy Island Bars
S W Dist 20 miles Big Shanters Bars W Dist 30 miles
no whales seen on land this 2 days

Standing Muster

1857

The mile & last part thick fog & tide was all a run the

Com/sup. Friday Aug "15

The first part begins with good weather & light breezes from the S E. At 11 a.m. the S E. Wind at 7 p.m. Round Island Bays W at W Dist 15 miles. The mile & last part thick fog

Saturday Aug "16

The first part comes in with thick fog light breezes from the S E. At 11 a.m. the S E. Wind at 3 p.m. Lapped to with the head yard a back at 1 p.m. lit up saw the S E. Bluff & the Water. Turn 5 or 6 miles off head power the head yards kept off. There a run & helled a back at 5 p.m. cleared up saw the Land all a run murthery Bay Bays W at W Dist 30

Miles. Sother's Bluff Bays S W by S. Dist 25 miles

Leaving W at W under all sail saw the ship in the mouth

(of Sother's Bay at 10 p.m. anchored 19 miles S from Murthery Bluff in 20 fathoms water.

The mile & last part fresh breeze from the S W at 6 a.m. took anchor at 10 a.m. anchored in murthery Bay 10 fathoms water. Sum 10 miles off shore. On the West side of the Bay people sail & set the sails. Up & got ready for water. Sum 5 sail off. Higher in the Bay getting near water & murthery Bay

Sunday Aug "17

The first part comes in with good weather. At 11 a.m. at 6 p.m. all ready for water at anchor in murthery Bay. The mile & last part good weather all hands water in ship got off. (Sum) Stowed 180 lbs.

Monday Aug "18

The first part comes in with good weather at 4 p.m. got through with wind down but water still got water in. To Murthery Bay. The mile & last part good weather & back off. (Sum) One wooden ship

Tuesday Aug "19

The first part comes in with rising fresh breezes from the S W. The mile & last part good weather. At 6 p.m. got through about in ship. (Sum) One wooden ship

St. Herman Water

1857

Wednesday Aug "27

The first part came in with good weather at 11 a.m.
 The middle & last part good weather.

Thursday Aug "28

The first part came in with hazy weather appearances
 of a storm at 4 p.m. got under way at 4 p.m. took the
 position of the ship the ship was 20 miles further back
 than yesterday. The middle & last part good weather. A good breeze from the S.W.
 The middle & last part good weather.

Friday Aug "29

The first part begins with good weather. The middle & last part
 at 5 p.m. took in the light sails & cupped in with
 the main yard a back. Round Island. Barred at 10 miles.
 The middle & last part fresh breezes from the S.W. Saw some grey
 backs. Lowered Rigging. Did not strike.

Saturday Aug "30

The first part came in with good weather. Light breezes
 from the S.W. The middle & last part good weather. A good breeze from the S.W.
 The middle & last part good weather. A good breeze from the S.W.

Sunday Aug "31

The first part came in with good weather. The middle & last part
 The middle & last part good weather. A good breeze from the S.W.
 The middle & last part good weather. A good breeze from the S.W.

Monday Sept "1

The first part came in with good weather. The middle & last part
 The middle & last part good weather. A good breeze from the S.W.

Tuesday Sept "2

The first part came in with good weather. The middle & last part
 The middle & last part good weather. A good breeze from the S.W.

Ship Carina H. Webster

The mid & last part good weather

Wednesday Sept "3

Lat Byth 53:11. N

The first part came in with good weather fresh breezes from the S W

The mid & last part good weather Saw two hump Backs Lat Byth 53:8. N

Thursday Sept "4

The first part came in with good weather the E S E wind from the S W

The mid & last part good weather at 10 a.m. made the land on the E side of the Ochotsk Sea from that to the

Friday Sept "5

Lat Byth 53:10. N

The first part came in with fresh breezes from the S W

Saw two hump Backs lower in but did not strike

The mid & last part fresh breezes Saw write

Whales but did not strike

Lat Byth 53:00. N

Long 155. E

Saturday Sept "6

The first part came in with strong breezes from the S W

Saw several whales lower in In Ruzin came on

Board & weathered top sails pulled the carriage & gave

the mid & last part fresh breezes from the S W Saw whales the Bow

Back struck & ran away with him fair play

Lat Byth 53:6. N

Sunday Sept "7

Long 155:11. E

The first part came in with good weather Took the Bow Bents

in so men had Leaky at sundown took in sail heading

to the S W

The mid & last part fresh breezes from the S W

Monday Sept "8

The first part came in with a fresh gale from the S W

put the ship under 1 weather main top sail & 1 top sail

& a heavy sea on from the same quarter

Whales to Ruzin to lower

The mid & last part still blowing a fresh gale from the S W

Tuesday Sept "9

The first part came in with a fresh gale from the S W

lost weather the main top sail & 1 top sail at 6 p.m.

The gale moderates a heavy sea on from the S W

The ship heading N by S

J. C. Hardin Master

1857

The midle & last part moderate breezes from the S W Cruise under
One main top sails No Ch

Wednesday Sept " 9

The first part came in with heavy weather the wind from the
S W moderate breezes

The midle & last part good weather saw whales the St Boats went on
and dived 2 times a giant his body killed them in & was caught

Thursday Sept " 10

The first part came in with heavy weather & moderate breezes
at 11 past 5 pm spoke the hudson of hair haven the land
cut a whale Capt. Hardin went on board we saw a whale
lowered the St Boats went on & missed we have had plenty
of that work Wind from the S W

The midle & last part fresh breezes from the S W spoke member of new
Baptist let him have a cask of beer 195 gallons but by the 30.52 of
" One hulk of flour

Friday Sept " 11

The first part came in with good weather led into the S W under
Easy sail The midle & last part dark weather saw one whale gain
Quick to the windward lowered but could not come up with him

Saturday Sept " 12

The first part came in with thick weather & squalls of foggy sun rain
leading to the S W most were all day at low sun high in light
sails & killed the carcase up

The midle & last part good weather saw 2 or 3 whales lowered but they
was wild didnt get on No Ch

Sunday Sept " 13

The first part came in with good weather at dark let on

The light sails & killed the carcase up leading to
by the wind Wind S W

The midle & last part thick fog No Ch

Monday Sept " 14

The first part came in with good weather saw whales & lowered
but did not strike Wind from the S W

The midle & last part fresh breezes from the S W at 5 A M 2 weather the fore
and main top sail & pulled the main top sail Set by the 5.11

Tuesday Sept " 15

The first part came in with fresh breezes from the S W at 7 pm
Moderate luffed to by the wind under easy sail

Ship Captain of the ship

The mile & last part fresh breezes from the N at 4 & dark cloudy weather

At 7 am keep off S W

No Ch

Wednesday Sept 16

The first part came in with fresh breezes from the N W Steer in S E at 5 pm moderated down at 6 good weather at dark luffed to on the S W the mile & last part fresh breezes from the S W at 5 am & weather before top sail

Lat By Ch 19 39 N

Thursday Sept 17

The first part came in with moderate breezes from the N W heavy had been clear

The mile & last part light airs calm at 5 am made land to theeward 30 miles off

Lat By Ch 19 15 N

Friday Sept 18

Long 152 30 E

The first part came in with good weather lowered for pin Boats

The Caribbea Boats struck the whale killed a round & cramped

The sails & take in the sail down at the same time as 2 1/2 the Boats all made and to cut the line at 1 1/2

At 5 am down the island bars S E dist 308 10 miles off

The mile & last part thick fog

No Ch

Saturday Sept 19

The first part came in with thick fog at 3 1/2 calm at 1/2 past 3 pm light airs from the S E course W by N still foggy

The mile & last part a thick rainy weather wind from the Eward

No Ch

Sunday Sept 20

The first part came in with thick rainy weather & fresh

Breezes from the S E Steer in W S W at 2 pm 2 weather

The top sail & furler the main Top sail at 3 pm furler

of the main Top sail of the fore top must stay tail of the sail

The fore top sail & at the main Spencer have the ship

to On the Starboard side blowing a fresh gale from the S E

The mile still clear had at 3 am moderate at 6 am turned

The weather out of the main top sail & at the fore top sail 2

weather & got up I had a 60 fore top must stay sail

Keep the ship off S W by N

Monday Sept 21

The first part came in with good weather a heavy swell from

from the S E Steer in S E under heavy sail

S O Hauling Hauler

1877

The midle & last part thick squally weather hale & rain the wind from the S W Tuesday Sept 22

The first part came in with squally weather at 1/2 p.m. cleared off good weather course E Wind from the S S W The midle & last part good weather midle the fore top most stay sail

Wednesday Sept 23

The first part came in with good weather at 1/2 p.m. made a merican island basin S E by S 1/2 S Dist 30 miles Saw a Ship Steerin in to the S E Bound but up the Sea course S E the wind S W Bound by the Octobor Sea At 1/2 p.m. luffed to by the wind thick weather

The midle foggy at 7 it m luffed off S E light airs from the S S E Sat By Oct. 27.06.1877

Thursday Sept 24

The first part came in with calms a merican island basin E by S Dist 20 miles & a another island basin S E by S Dist 20 miles at 6 p.m. a

Light airs from the S E Land a head The midle good weather lay in with the main yard a back at 6 p.m.

Three Ship & brack foreward came in thick fogg holled the main yard a back Saw a island On the S side of the Straits before the fogg Sat in Basin S E by E Dist 20 miles Off the Wind from the S S E at 6 p.m.

Friday Sept 25

The first part came in with thick fogg a cutter the wind from the S E moderate breezes lay in with the main yard a back (on different luffs) at 7 p.m. thick fogg

The midle foggy the last part good weather landin E & E by S by the wind

Saturday Sept 26

Sat By Oct. 27.43.1877

The first part came in with good weather at 1/2 p.m. Saw a island basin E S E Dist 30 miles light breezes from the S E

The midle & last part thick weather at 6 p.m. Steerin in S E by S at 6 p.m.

Sunday Sept 27

All early morn the main sail out at 1/2 p.m. The first part came in with thick raining dirty weather wind from the S E at 1/2 p.m. made land basin 6 miles Off Basin E from two Steerin S E S S W a long the island for the Straits at 6 p.m. Ship seen to be in the passage thick squally weather & a heavy swell On from the S E Steerin S E by E at 1/2 past 6 p.m. I weather fore main top sail & pulled the miztop sail and haul'd up the main course

at 1/2 p.m. passed merican island

Supposed to lose the weather has been thick the last 24 hours

High Carolina & South Carolina

The wind blowing fresh from the N E at 10 am blowing a fresh gale
at 12 am called all hands to get the main sail & blowed the
fore sail away & the fore top mast stay sail the wind shifted from
N E to E & N E blowing hard & a heavy swell on beam the S E
at 9¹⁰ moderate turn got 2 weather top sails on the ship
bent a line to mast stay sail old one ~~set~~ By the 1.5.15

Monday Sept. 28

The first part came with fresh breezes from the S E at 3/4 m at
last & main To gulant sail On the ship steering E by N
The next last part good weather Bent a new fore sail & set the fore top
mast Hadning sail

Tuesday Sept 11 19

The first part came in with good weather. Bent^d tent but I he galeiest
Hain Tails & bent down the main sail & commenced mending it. The

Wind moderate from the West course E & C
The mid & last part good weather mend in the main sail Sat By 1/2 1.5 : 10.1 P

Wednesday Sept 28

The first part comes in with thick weather at 4 pm. Sent the main sail
the wind from the E. Light airs heading S E by E
The main & last part light breeze from the S E heading to the north at 10 o'clock
More ship heading S E by E
Lat. 46. 16. 58. 10

Henry C. A. #7

The first part came in with the good weather leaning E. & E. S. E. by the wind
The middle & last part good weather Don't hit the lower studding sail & the fore
The greatest run in sail to the air from the W. wore Steer E. by S.

Friday Oct 2

The first part runs in with your weather fits & creeps from the West then comes East & the middle & last part your weather

Ad By W. H. C. 36. 10

Stationary List "B"

The first part comes in with good weather like breezes from the West
E by N

The night last past good weather a good breeze from the S. we were two
ships standing to the E. and

Sunday Oct 21

The last part came in with fine weather. The wind shifted to the S
and E. & killed in the flying sails & raised up the sea & over 20 ft.

1857

SE 1/4) W 1/2 W 1/2
Lot By the 1.7.06 1/2
Lot By the 1.63.30 E

Breeze from the
last night
other line the
way course to S
the S. S. E. N. N. E. to
S. W. W.

fresh breezes from the
Heavens & in
Heaven &

blowing a fresh gale
the gale moderated

Can get hall 1st Mo.
H. Ch

eyes from the sword
I win' hellu' to the
I were the life

a st/urt thick weather
 Sat May 16. 1. 1. 30 of

Aug 1. 79 1/2 E

salient tails lives
to 10 m Took in Tu...
less fresh from the
under the ice in
corse at 7 f m
ually but Byth to 3.36 info

Aut By L. H. 11392

Ship Cantina of Tumbuco
Saturday Oct 11

The first part came in with good weather like breezes from the West course E by S
Smith beat there is on duty a gun got his egg hurt with the fire there La him parlar the night by the S but we had the blow & lost our sails the same time we came out of the sea the middle & last part fresh breezes from the Sward Stern E by S
Sat By Ch 2.1.11. 070

Sunday Oct 11

The first part came in with fresh breezes from the Sward at 2 p.m. took in the studding sails & fly in gale & mizen in galeant sail & weather the mizen top sail & 6 p.m. took in the fore in galeant sail course E by S the middle & last part thick drizzly weather a good breeze from the Sward
Sat By Ch 2.1.11. 070

Monday Oct 12

The first part came in with thick drizzly weather wind from the Sward course E the middle & last part thick weather the wind shifted to the S by E
Sat By Ch 39.29.070

Tuesday Oct 13

The first part Be gins with thick dirty weather sent the main requil hard to left & bent the sail the wind S by E & was had in E by S and E S E by the Wind
The middle & last part good weather Wind from the Sward
Sat By Ch 39.4.070

Wednesday Oct 14

The first part came in with good weather sent down the main top sail and put in new clew irons course E by S
The middle & last part rainy & wind all around the compass
Wednesday Oct 15

Thursday Oct 16

The first part came in with thick rainy weather & fresh breezes from the Sward heading E S E & E by S
The middle & last part thick drizzly weather wind from the S by S & E
The fore top sail shot off & 2 weather for good weather Sat By Ch 38.28.070

Friday Oct 17

The first part came in with thick squally weather & squally wind from the S by E ship heading E. S. E & E by the Wind
The middle & last part thick squally weather sent down the fore top sail & bent a new one on
Sat By Ch 38.07.070
The first part came in with thick squally weather at 6 p.m. & weather top sails wind from the S by E & was course E by E

J C Harding Master

16.4.7

The middle Squally fresh The fore & evening 1/2 sail & last weather
The middle 1/2 sail The last part good weather wind out to the W
D. 6 W. but By Ch 38.38.0 80

Saturday Oct 18
The first part comes in with good weather course E by S 1/2 E
The middle & last part light air from the S. & E. wind
but By Ch 38.39.0 80

Sunday Oct 19
The first part comes in with calm & clear in the 1/2 sail mark &
various other things then sent the main stay sail out 6 ft. in
at breeze blowing up from the S. wind squally & rain
The middle & last part good weather & a good breeze from the S. wind
but By Ch 38.39.0 80

Monday Oct 20
The first part comes in with good weather wind from the S. W.
Course E by S 1/2 E
The middle & last part good weather Washin Breeze
but By Ch 38.31.0 80

Tuesday Oct 21
The first part comes in with good weather got our Breeze all washed
but one head wind from the S. W. course E by S
The middle & last part good weather finished washing Breeze & Bunchad Breeze
but By Ch 38.48.0 80

Wednesday Oct 22
The first part comes in with good weather & a good breeze from
the S. W. course E by S 1/2 E
The Blacksmith is sick & off of duty he has got a bad
cough & The middle & last part thick hazy weather & fresh breezes
from the S. S. E. but By Ch 38.48.0 80

Thursday Oct 23
The first part begins with thick rainy weather & fresh breezes
from the S. W. course E by S
The middle & last part fresh breezes from the S. & S. W. squally
but By Ch 38.28.0 80

Friday Oct 24
The first part comes in with squally weather rain & fresh breezes
from the S. W. course E by S
The middle & last part good weather Brakein out fire & aft

Saturday Oct 25
The first part comes in with good weather two black fish wind from the S.
course E by S

Wm Carline of New Bedford
The middle & last part good weather broken light refresh in water
hullin bone & herms sundries Lat By Ch 31.1.9.30

Sunday Oct 26
The first part came in with good weather course C
Wind from the S & W
The middle & last part good weather saw a sail from 15 miles on our Lat By Ch 33.57.30
Lee beam ahead in to the S & E wind 4 27

Monday Oct 27
The first part came in with good weather & a good breeze from the N & west the
Course E by S 1/2 S
The middle & last part good weather Lat By Ch 32.28.00

Tuesday Oct 28
The first part came in with good weather & a good breeze from the N
Course E by S The middle & last part good weather all hands
Washington ship Lat By Ch 31.18.00

Wednesday Oct 29
The first part began with good weather made the coast the main
land at 1 p.m. Barin & by compass Dist 20 miles
Got through Washington ship at 1 p.m.
The middle & last part good weather over hullin boats washing paint in
them & so forth Lat By Ch 29.31.00

Thursday Oct 30
The first part came in with good weather at one p.m. made
Ceres Island Bar E by S Dist 35 miles Luffed to
by the wind at dark took on sail & set 3 watches
The island from 25 miles on our Lee beam Bar E by S
The middle & last part good weather light breezes from the N
from our boats & make in Yarn yarn & so forth

Friday Oct 31
The first part came in with good weather. Heered off S by E
about 11 & part of the day at dark luffed to by the wind
under easy sail of Ceres Island Bar E by S Dist 15 miles
saw three grampies & a fin back on by this day
The middle & last part good weather making Yarn yarn & fitting boats

Saturday Oct 1
The first part came in with good weather & light breezes from the N
At dark took in light sails & hauled the Ceres up. Heered S by E
Ceres Island Bar E by compass Dist 15 miles

Thorns O Standing Master

1857

The midle & last part good weather
It in ready to fix our riggin

Sunday No 1

The first part came in with good weather light breezes from the S.W.
Steering S.E. & E. & S.E. a long shore the land run 20 miles off
At dusk took in sail One Ra knocked down with the Scurvy
The midle & last part good weather Sun 5 men complains of the Scurvy
Set by the 26. 29 & 8

Monday No 2

The first part came in with good weather Steering S.E. & S.E. by E
Sun 35 miles off shore at dusk took in the light sails as usual
The midle & last part good weather & a good breeze from the S.W.
Set by the 25. 15 & 8

Tuesday No 3

The first part came in with good weather from the last but & fix in up
Ship & so forth at 5 pm raised a sail standing into the S.E. wind at dusk
thrust in sail Steering S.E. by E
The midle & last part good weather got the Black Smith to work but he
dont seem to make much of a fist of it
Set by the 24 & 8

Wednesday No 4

The first part came in with good weather & a good breeze from the S.W.
At dusk shortened sail & luffed to by the wind the land run
20 miles off to the E. wind & I would saw from groups did not lower
The midle & last part good weather in plain set in up the head riggin &
various ships duty
Set by the 23 & 8

Thursday No 5

The first part came in with good weather One sail Sun 15
miles On our St Room Steering S.E. under Easy sail Sun
10 miles off shore off Cape St Lucas
The midle & last part good weather in plain set in up riggin fore & aft
Set by the 22 & 8

Friday No 6

The first part came in with good weather Steering E. & S.E. Sun
10 miles off shore Wind from the S.W.
The midle & last part good weather & very warm sent down the main yard
and repair the iron work set in up riggin & rattlin down
Set by the 21 & 8

Saturday No 7

The first part came in with good weather light breezes from the S.W.
At 4 pm saw Sun & humpers backs course E. & S.E. all sail out
The capt pointed the zig

Ship Carolina of Newberfore

The middle & last part good weather over hillin & work in

In the region Sunday 80 48 Lt By 4.30.30 ed

The first part comes in with good weather the land in the 35 miles off to the wind at dark the wind had course & the middle & last part good weather saw Black fish lowered & had 2 or 3 missed saw a Ship from 12 miles on our lee beam with this head yards a back Bound in to Honduras Bay got from 15 miles to the leeward of the bay at

Monday 80 49

The first part comes in with good weather work in to the wind wind at 6 p.m. off of the mouth of the Bay from 12 miles off shore

The wind from the wind
The middle & last part good weather light air & calm was in to Honduras Bay got heath anchors off of the bows & 3 fathoms of line run in

Tuesday 80 50

The first part comes in with good weather light air from the wind head in & up the bay from hump back in the at 1 p.m. from 6 miles in the Bay at 3 p.m. have the Ship a back & laid a back till day to at 7 am anchored in 35 fathoms of water the barbed knots went a shore to see what the water in place

Wednesday 80 51

The first comes in with good weather at one p.m. the last come in had got a back of Lemmons at 2 p.m. took anchor & then up to the head of the bay off of the water in place & anchored in 43 fathoms water got through at dark but the water's

60 fathoms more out
Boats Steers to head them got the Ship partly washed
The middle & last part good weather washed the Ship & got 50 lbs of water a back & one boat head of wind

Thursday 80 52

The first part begins with good weather lay in at anchor in Bay de Honduras

The middle & last part good weather painter ship got in off wind got 40 fathoms one back

Friday 80 53

The first part comes in with good weather got a new all at hand & one side of the ship painter the capst went a shore at 12 from 3 lbs of Lemmons picked them saw 3 or 4 birds came on board to trade

J. H. O. Harding Master

1857

The middle & last part good weather. The Harbour watch a shore
On liberty

Saturday 28th 11.

The first part began with good weather. The Harbour watch
finished painting ship & the Harbour watch is liberty is up.
At sundown the day Saturday men the time was up the men was
ship in all but One of the fore mast hands. Of the Sailors
Ran away & the rest of the watch got on board at 7 p.m.
Pretty well in the water the effect of Jim Liden in a cage. A denta
The mate was all rite of course. Had a hump back midship to
day by Smith But it avoid & Black skin

Sunday 29th 15

The first part came in with good weather. Very warm at 6 o'clock
Sent the St watch a shore On liberty till munday night

I don't make mention of the mens names, only in their names
That they go by on board of the ship.
The middle & last part good weather. The St watch a shore here
Nothing from the run aways yet

Monday 30th 16

The first part came in with good weather at 1 p.m. found that
the ship was drifting only 8 or 10 on board all told were tried
To heave the anchor up. But could not start it no way.
Sounded several times but no return with 8 & 8 1/2 fathoms
Of line. The ship here 1 mile from the shore on the
S.E. side of the Bay & from 8 miles from the head of the bay
With 60 fathoms of chain out up & down got & in again. The
Sail set the middle & last part good weather. The last part tried to heave
our anchor up but could not with 7 men were right purchased
But could not start the anchor

Tuesday 31st 17

The first part good weather we made sail & steered for the head
of the Bay got her in 50 fathoms of water we have in from 10
fathoms of chain & backed her on the bank. Cleared down
The top sails & set her way. At 7 p.m. the Harbour watch came
up all drunk but the I mate Brown but steered. Laker
very a house fire. The captain he broke all of the dishes
In the stowage then he came on deck & struck the captain
I was below at the time writing up at the time. I went
on deck men I heard the fuss. The captain sang but for him
Body to help him it being dark I could not see nor hear he
fore me if I got help of him the captain had him down
I helped to him & put him in irons

Ship Carolina Of New Bedford

The iron horn small took them off to put on a bigger one.

Lo Martin & run forward we went down he low to land
Our pistol & in the mean time he went down in the storage
and went to sleep the middle & last part good weather at 7 o'clock
tune up our anchor & made all sail & stood out to sea with
a light lead in breeze from S & Eward

Wednesday 18

The first part comes in with good weather & light air
from the Eward at 7 o'clock got a good off in stand our
On shore but sea water 10 men forward all told I run
Awas on the 13teenth did not get any of them
The middle & last part good weather & a good breeze from the N. W

Thursday 19

The first part comes in with good weather & a good breeze from the
N. W course S. E the middle & last part good weather in plain in
Put in our rig in order Lat By 16 57 S

Friday 20

The first part comes in with good weather moderate breezes from
the N. W course S. E the middle & last part warm weather light air & calms

XX in Saturday 21 Lat By 16 16 S

The first part comes in with good weather light air from the
S. E course S. E
Low on the beach Beacon & Smith Boat Steerers say that they
want being out if they see whales such men as them I would
put ashore on the first rock that I came to

The last & middle part good weather Lat By 16 57 S

Sunday 22

The first part comes in with good weather calms & light breezes
S. E Eward heading S. E by the wind
The middle & last part Showery & calms

Monday 23

The first part comes in with Showery weather & wind from the S. E
to S. W course E. S. E.

The Standing Master

1854

The midle & last part good weather very warm Sent down the main
In gulant must & fit the rigin Lat By the 13.1.0. 08

Tuesday 21

The first part came in with good weather light air from the S E

The midle & last part good weather

Lat By the 13.04.08

Wednesday 22

The first part came in with good weather & a good breeze from the S E

The midle & last part good weather

Lat By the 11.28.08

Thursday 23

The first part came in with good weather at 6 p.m. Squally & caught 2 porpoises in the way of fresh

Fresh Trades

The midle & last part Squally

Friday 24
The first part came in Squally Saw Black fish lowered & got 3 fishy lowered & hauled the L B hauled One man that made took a thing a die. Spent in the the large music & mude in the midle & last part Squally light breezes from the S E

Saturday 25

The first part came in with Squally weather & fresh breezes from the S E

The midle & last part thick Squally weather over hollin black's about ship & to further

Sunday 26

The first part came in with good weather fresh breezes from the S

The midle & last part good weather Lat By the 7.11.08

Monday 27

The first part came in with good weather fresh breeze from the S E

The Cooper is sick & he low the rest that is left is on duty

The midle & last part good weather Built out our Black fish & the

Ship Carolina Of Newberfore 1837
Tuesday December 1

The first part comes in usually Showery old much wind heading E & E by S by the wind wind from the S & E corner
The middle & last part light airs & Showery Lat By Oh 06° 06' 08"

Wednesday Dec 2
The first part comes in with calms & Showery
The middle & last part light airs & calms & Showery

Thursday Dec 3
The first part begins with good weather at 3 p.m. a moderate breeze springing up from the S & E course S
The middle & last part light airs & calms

Friday Dec 4
The first part comes in with calms at 4 p.m. moderate breezes from the S & E course S
The middle & last part calms & Showery Lat By Oh 05° 10' 08"
Long 94° 50' 00"

Saturday Dec 5
The first part comes in Showery & moderate breezes from the S & E heading S & E by S by the wind
The middle & last part Showery & light airs from the S Lat By Oh 01° 57' 08"

Sunday Dec 6
The first part comes in with Showery thick weather heading S & E by the wind light very light at that the copper is still off up duty
The middle & last part thick rainy weather S & E

Monday Dec 7
The first part comes in with good weather & a good breeze from the S & E heading W & S W by the wind
The middle & last part good weather & a good breeze from the S & E

Tuesday Dec 8 Lat By 03° 08' 00"
The first part comes in with good weather & a good breeze from the S & E heading W & S W by the wind
The middle & last part Showery Lat By Oh 01° 01' 00"

Wednesday Dec 9
The first part comes in Showery & a good breeze from the S & E heading S & E by the wind

J C Harrier Master

1857

The midle & last part fresh breezes from the S & W ward
At 6 A m tacked ship heading W S W by the wind

Lat By 41.3 016. S

Thursday Dec 11

The first part comes in with fresh breezes from the S & W ward
Saw small ruin ship heading W by S. E. W S W
The midle & last part good weather

Lat By 41.3 10 S

Friday Dec 11

The first part comes in with good weather & good breeze from the
S ward heading W S W by the wind no whales But i live in
shoes The midle & last part good weather Sent down the main In
Galient yard fitted the bands

Lat By 41.2 33. S

Saturday Dec 12

The first part comes in with good weather Saw one fin back
Ward from the S & W ward moderate heading S W by the
wind The midle & last part good weather

Sunday Dec 13

The first part comes in with good weather & a good breeze from S
ward heading S W by the wind
The midle & last part good weather Saw him fin back

Lat By 41 00 51. S

Monday Dec 14

The first part begins with good weather & a good breeze from the
S & W ward heading S by the wind
The midle & last part good weather Sent up the main rigging

Tuesday Dec 15

The first part comes in with good weather & moderate breezes from
the S & W ward heading S by W S S W by the wind
The midle & last part good weather Sent & sent up the fore rigging
Gard & rose a new pair of main In galient beams

Lat By 41.19. S

Wednesday Dec 16

The first part comes in with good weather & a good breeze from
the S & W ward heading S by the wind
The midle & last part fresh breezes

Lat By 41.03.11. S

Thursday Dec 17

The first part comes in with good weather & a good breeze
from the S & W ward heading S by E by the wind
The copper is an duty a game well

Ship Carolina of New Bedford
The middle & last part good weather. Lat By 05.10. S

Friday Dec 18

The first part comes in with good weather & fresh breezes from the
Charged. Lat & wachis & took in the late sails. Ship head in
S & C by the wind.

The middle & last part good weather, in plain in mending the fore
In gulant sail. Cruise from 4 to 5 on the off shore ground
Saw near thin poor must heads

The middle & last part good weather. Saw Sun 5 black fish
Saturday 19 Lat By 05.30. S

Sunday Dec 20

The first part begins with good weather at sundown were ship
Head in S & C by the wind. Took in late sails

The middle & last part good weather at 6 AM were ship & then

To the S & W were

Monday Dec 21

Lat By 05.58. S

Long 1.9.14. W

The first part comes in with good weather at 6 p.m. were ship
To the S & W were carry the main In gulant sail & fly in
Gill during the day at night take them in the ship

Shells has one & sum better near thin like whales spot

The middle & last part fresh breezes stand in to the S & W all
day

Tuesday Dec 22

The first part comes in with good weather & a
Heavy breeze at sundown took in late sails head in
S & C by the wind

The middle & last part fresh breezes. Lat By 06.35. S

Wednesday Dec 23

The first part comes in the fresh breezes & heavy at sundown
Took in sail

The middle & last part good weather during the day. Heered S & W
Wind S & W at sundown luffed to by the wind

Thursday Dec 24

Lat By 06.55. S

The first part comes in with good weather. Heered S & W & E
S & W during the day at sundown luffed to by the wind

The middle & last part good weather

Friday Dec 25

The first part comes in with good weather. Heered S & W & E
during the day at sundown luffed to head in to the S & W were
Under easy sail

J C Hardin. Master

[95]
18.57

The midle & last part good weather Steered off S W during

The day at Sundown Took in sail & were ship headin
S by W wind from the S E the mate has bin below 2
Days with a lame side Saw Sperm bying 3 or 4 days but now hale
The midle & last part good weather Steered S W during the day

Sunday Dec " 27

The first comes in with good weather & a good breeze from
the S E at sun down puffing to by the wind & Took in sail
The midle & last part good weather Steered S W the last part

Monday Dec " 28

Lat By 0401.59 S
Long 11.13 W

The first part comes in with good weather Steered S W at 5
Pm Spoke the whale Bark gava of new Bedford Berlin
A whale at sun down luffed to & Took in sail the gava sum

8 miles off On our weather Bow did not gun
The midle & last part good weather in plain in repair in fore top sail

Tuesday Dec " 29

The first part comes in with good weather to ships in the cruise
at sun down Took in sail headin S E by the wind & wind
from the S E over

The midle & last part good weather in plain mendin sail fore S. sail
Lat By 01.03 S

Wednesday Dec " 30

The first part comes in with good weather saw 2 ships standing
to the S W at sun down were ship Took in fly jib &
Spinn In gulant sail headin S by the wind

The midle & last part good weather in plain mendin sail

Saw 4 ships in Ails during the day on different Tacks

Thursday Dec " 31

The first part comes in with good weather then after noon Steered
W & W S W at night puffing to by the wind & Took in sail
The midle & last part good weather finished mendin the fore top sail

Friday Jan " 1

The first part comes in with good weather Steered S W & S
during the day at dusk puffing to by wind & Took in sail
headin S E by the wind

18.58

Ship Carolina of New Bedford

The middle & last part good weather Steered Off S W
durin the day

Lat By 41.30. S
Long 21.15. 11.45

Saturday Jan 2

The first part comm in with good weather at dark
Luffed To by the wind under Easy sail heading to the
S E & E word

The middle & last part good weather Saw 2 fin backs

Sunday Jan 3

The first part comm in with good weather light breezes from the
S E & E word Steered off S W durin the day at dark luffed to the
Wind & took in sail

The middle & last part good weather & light breezes from the S E

Lat By 42.31. S
Long 21.17. 4

Monday Jan 4

The first part begins with fine weather Steered S W & S W
By S durin the day Saw 4 black fish porpoises grampus
But no whales got at dark luffed to by the wind under Easy sail
On the Starboard tack

The middle & last part fine weather

Lat By 41.4.07. S

Tuesday Jan 5

The first part comm in with good weather Steered S W durin the
day made a new pair of gill pendants at dark luffed to by
The wind under Easy sail On the S tack
The middle & last part good weather

Wednesday Jan 6

The first part comm in with good weather Steered off W S W

And W by S Saw one fin back only this day at dark luffed
to by the wind on the L B Tack under Easy sail

The middle & last part good weather painted the iron work around the ship

Lat By 42.22. S

Thursday Jan 7

The first part comm in with good weather Saw two fin backs
Steered W by S & W S W durin the day at dark luffed
to by the wind under Easy sail On the L B Tack with the lead
Gandy a back

The middle & last part good weather painted the davits & the Mexican house

Friday Jan 8

The first part begins with good weather Steered S W by W durin the day
at dark luffed to on the L B Tack under Easy sail with the lead
Gandy a back

1858

J O Harris Master

The middle & last part good weather painting gun line hobs & hueris
Cush & fixing things up

Lat By 44 04 14. S

Saturday Jan 11

The first part came in with good weather & a good breeze from the
S E Steered N S W & W during the day, at dark pulled to under
Easy sail on the S B Tack
The middle & last part fresh breezes

Sunday Jan 10

The first part came in with good weather Steered to the S and all
day at dark took in sail heading S S E by the wind
The middle & last part good weather

Lat By 44 01 59. S

Monday Jan 11

The first part begins with good weather fresh breezes from the S E and
Steered to the S and all day at dark took in sail heading the S and
by the wind Whales awhales are not found them
The middle & last part good weather over hilling our windlugs clearing up the
line tubes & painting them

Lat By 44 04 10 S

Tuesday Jan 12

The first part begins with good weather & good breezes from the E S E
At 2 am down took in sail & wore ship heading S E by the
wind on the S T Tack
The middle & last part good weather

Lat By 44 01 11. S
Long 1. 21. 55. W

Wednesday Jan 13

The first part came in with good weather Steered S S W
At 2 1/2 am raised breeches & at 1 1/2 am lowered & the S B Boat
Struck at sundown took him along side more awhales in
sight going to the leeward the watch getting ready to cut
The middle & last part fresh breezes at 7 am hooked a L B
On & at 12 past 1 am had his head off & at 12
got his body in & head



Lat by 44 03 00. S
Long 1. 22. 55. W

Thursday Jan 14

The first part begins with good weather Clearing away case &
Cutting up junk at 6 pm commenced hilling head & set the
Teg awatches
The middle & last part fresh breezes hilling

Ship Carolina of Newbury

Friday Jun 15

The first part came in with fresh breezes hauled at 8 p.m.
Got the blubber all in the pots at 11 p.m. got through hauling
The middle & last part good weather covered our oil & washed off

Saturday Jun 16

The first part came in with good weather steered S of W during the
day at dark luffed to by the wind under easy sail heading to the S
The middle & last part hazy weather
Lat By Ch 00.05 S

Sunday Jun 17

The first part came in with good weather steered S of W during the day

All sundown luffed to by the wind with easy sail but on the S of W track
The middle & last part good weather
Lat By Ch 00.30 S

Monday Jun 18

The first part came in with good weather steered to the Sward all day
A strong current set in to the Sward at dark took in main & gaff
Sail & fly in gill heading S by E by the wind
The middle & last part good weather stowed our oil & twisted decks
And weathered the ship

Tuesday Jun 19

The first part came in with good weather steaming to the
Sward all day at dark took in the little sails heading S
By the wind
The middle & last part fresh breezes & thick hazy weather Lat By Ch 01.58 S

Wednesday Jun 20

The first part came in with strong breezes heading to the Sward
All day at dark took in little sails heading S by the wind
The middle & last part thick hazy weather at 8 p.m. saw a break
Rain till 12 saw no more of it

Thursday Jun 21

The first part began with thick smoky weather & fresh
breezes from the Sward at sun down hauled the main
course up & weathered the main top sail heading S S by E
The middle & last part fresh breezes
Lat By Ch 05.00 S

1858

J O Hardin Master
Friday Jan " 22

The first part came in with squally weather & fresh breezes at sundown were ship heading S S E by the wind under Easy sail
The middle & last part fresh breezes & hazy weather went down the Major Key
And repeated it

Saturday Jan " 23

The first part came in with fresh breeze then to the S & Eward all day at sundown luffed the courses up we hauled and a la galient sail but this was the last days run
The middle & last part fresh breezes Lat By 03.31. S

Sunday Jan " 24

The first part came in with fresh breezes from the S & Eward heading to the S & Eward all day at sundown Shortened sail heading S E by the wind The middle & last part showery then to the Sward Lat By 03.58. S

Monday Jan " 25

The first part begins with showery weather at 1 P.M. more ship. Steered S W by S at sundown Tack in sail & luffed to by the wind heading S S E
The middle & last part good weather Lat By 04.03.25. S

Tuesday Jan " 26

The first part begins with good weather Steered off S W by S during the day at sundown luffed to by the wind under Easy sail heading S S E by the wind
The middle & last part good weather Lat By 04.01.38. S

Wednesday Jan " 27

The first part begins with good weather in plain mendin the fore top sail all day Steered S W during the day at sundown luffed to by the wind under Easy sail
The middle & last part good weather

Thursday Jan " 28

The first part begins with good weather Steered S W during the day got the fore top sail mendin & hauled at 4 P.M.
At sundown luffed to by the wind under Easy sail
The middle & last part good weather

Friday Jan " 29

The first part begins with good weather mendin the gill dit for the color stays & fly in gill stay Steered S W by W during the day at sundown luffed to by the wind under Easy sail heading to the Sward Lat By 04.01.04. S

Ship Carolina of New Bedford

The middle & last part good weather painted the Shanker beam

Saturday Jan 30

Lat By Ch 1.30.28

The first part came in with good weather at 1/2 past 1 p.m.
Saw a breeze steered for it but saw no more of it Steered
S W by W during the day at Sun down took in the sails
Course S W under top sails

The middle & last part good weather

Lat By Ch 3.30.28

Sunday Jan 31

The first part came in with good weather Wind from the S E
Moderate Course S W

The middle & last part good weather

Lat By Ch 5.11.28

Long 41.29.17 W

Monday Feb 1

The first part came in with good weather at Sundown set the

Fore & main squibs Wind S Course S W set sea watches

The middle & last part calm & rainy

Lat By Ch 5.55.28

Tuesday Feb 2

The first part came in with calm & rainy & a heavy swell on

from the S W at 6 p.m. a good breeze sprang up

from the S E Course S W

The middle & last part Squally & rain

Wednesday Feb 3

The first part came in with Squally weather & Showery Wind

from the S & S E Course S W by W

The middle & last part good weather & good trade winds

Thursday Feb 4

The first part begins with good weather wind from the S E

Course S W by W

The middle & last part fresh trades & Squally Lat By Ch 9.58.28

Friday Feb 5

The first part begins with Rainy Squally weather & fresh

trades S E Course S W by W

The middle & last part fresh Trades

Lat By Ch 10.12.28

Long 41.37. W

Saturday Feb 6

The first part begins with fresh breezes from the S E

Course S W by W 1/2 W

S H Master Lucien Master

The middle & last part fresh breezes from the N word & heavy squalls
 And evening Sunday Feb 4 7 L 86.00

The first part begins with thick rainy weather at 2 p. m.
 Weathered the top sails & at 6 p. m. freshed the main course
 Mizen top sail fresh winds from the N word course N by W
 Evening But Steers fell down & put his shales out such things
 Should with notice in this Trade

The middle & last part moderate down made sail at 7 p. m. set fore
 And main in galeant sails wind from the E word Lido

Monday Feb " 8 Lat By Ch 14.48 N
 Long " 45.20 W
 The first part begins with good weather 2 men left off duty
 Wind from the E. N. E. course N by W

The middle & last part little breezes all around the compass
 Lat By Ch 15.32. N
 Long " 44.30. W

Tuesday Feb " 9
 The first part begins with good weather all on duty But evening light
 Steers Ship heading W by S by the wind wind from the N W word
 The middle & last part calms Lat By Ch 15.30 N

Wednesday Feb " 10
 The first part begins with calms
 The middle & last part calms Lat By Ch 15.19. N

Thursday Feb " 11
 The first part begins with calms at 3 p. m. a little breeze opening
 Up from the E. N. E. set fore - top most studd in sail & 2 in galeant
 Mizen sails course N by W

The middle & last part good weather light breezes from the E word
 Lat By Ch 15.55. N

Friday Feb " 12
 The first part begins with good weather light breezes from the
 E word course N by W
 The middle & last part good weather Lat By Ch 16.47. N

Saturday Feb " 13
 The first part begins with good weather & a good breeze from the
 E word course N by W
 The middle & last part good weather Lat By Ch 17.56. N

Sunday Feb " 14
 The first part begins with good weather & a good breeze from the N word
 E word course N by W by W by W

Ship Carolina of Newberfore

The middle & last part light breezes from the S.E.

Monday Feb 15

Lat By 18.57. N

The first part begins calm & a heavy swell on from the N.W. wind
The middle & last part calm & light airs all a round the compass

Lat By 19.00. N

Tuesday Feb 16

The first part begins with calms at 3 p.m. a light breeze opening
Up from the S. & S.W. & S. & S.W. at the standing sails
Course W. S. W.

The middle light breezes from the E. & S. the latter part fresh breezes
from the S.W.

Lat By 19.31. N

Wednesday Feb 17

The first part begins with fresh breezes from the South W.

At 1 p.m. made land Owhyhee Bar 4 leagues distant 90 miles
At 2 p.m. bore the larkspur chane land in sight one point

On the weather Bore to the leeward course W. S. W. wind S. S. W.
The middle & last part calm Bore W. S. W. distant 1.5 miles
Owhyhee Bar W. distant 50 miles got the anchors off the Bore

Thursday Feb 18

The first part calms in calm & a heavy swell on from the
W. S. W. at 6 p.m. fresh breeze from the S. & W. wind leading S. W. by
S. W. by the wind South in the light sails & the main top
sail & the middle fresh breezes & weather the fore top sail the

Last part moderate made sail off the East end of Maui
distant 30 miles Bore W. Wind from the W. S. W. & a heavy head
beat sea on from the W. S. W.

Lat By 20.20. N

Friday Feb 19

The first part calms in with fresh breezes from the W. wind

Lead in S. W. at 6 p.m. the ship leads W. S. W. Bore
by compass S. W. distant 35 miles a heavy head beat sea on
the middle & last part head winds & calms from 30 miles from
Maui

Saturday Feb 20

The first part calms in with calms at 3 p.m. South a light
breeze from the S. & E. wind leading in for Maui the land
seen 20 miles off. Steering S. W. & S. W. by W.

The middle & last part thunder & lightning & rain fresh gales from the
the main & main top sails & the main course

Thomas O Hardier Master

Sunday Feb 21

The first part came in with thick drizzling weather at 1 p.m. saw the Land ahead in for it S S W by the wind at 1 p.m. heading S W the E end of Mollathia a head down 10 miles off were ship heading by S on the other side Wind from the S & Crowd saw a ship steaming in for Maui
The middle & last part good weather light air & calms Steaming in for Maui One ship down the same

Sunday Feb 22

The first part again with good weather light breezes from the S & Crowd at 1 p.m. in the twist main & molla the light air and calms all around the camp

The middle & last part good weather light air & calms

Tuesday Feb 23

The first part came in with good weather at 1 p.m. anchored off Maui town in 11 fathoms of water sent down the boat crew the yards to the main all & made a haul up the ship we are the only ship at anchor here one bunch ship Captain about 100 in the middle of the evening is still off the duty boat the middle part good weather the same as before in getting the cash on shore for water sent on shore 4 spars the Cross Jack & 2 spars pop sail 4 yards & two spare ones Mr. Stanton & the mate & Kirby the boat crew on shore Thus Ends.

Wednesday Feb 24th 1855

Begins with good weather wind to the Southward got on board 5 c blks Water Kirby came on board he had his arm set over and will be well in a few days the Barge Wolga Rowell master lying off Jan.

the Mate still on shore. Middle & latter part raining sent on shore Casks for water. Thus Ends thus ends there 24 hours

Thursday Feb 24

First part comes in moderate with thick clouds weather stowed casks for water it off at 6 P.M. cleared up with light winds from the S. T. the re sail in sight trying to beat up the Bay Middle & latter part strong breezes from the Southward. Discharged the Mate. he takes his own oil which I sent ashore it amounts to 197 Gallons Whale & 44 Gallons Spermaceti sent on shore 2 blks Whale Oil to be sold.

Ship Caroline Mann. Lukarra. F. F. 1850

Friday 16th Feb

My first day on board the ship. I was very busy
and did not get to bed until 11 o'clock.
Middle & latter part more moderate cold of
53 lbs water & stowed it down sent the cork in for more
moderate with rain & 4hr in night. beating up the Bay.
as an all alone yet This ends there at 4 hours.

Saturday Feb 27th

Again with moderate weather light winds from the North
sent two boats in to tow of water that left me two men.
While working in the main hold I called to Carpenter to
come down he came to the hatchway and slipped down in the
lower hold it hurt him so bad I put him below.
at 2 PM the water came off. the ship straggling lying
off and on. and 4hr anchored from the coast with
summer. Middle & latter part fine & pleasant weather
sent 31 barrels on shore this ends
the first of Feb.

Sunday 28th

Again with fine weather worked the ship outside
the ship at anchor. sent our deck Middle & latter
part. sent the Starboard watch on shore.
This ends there at 11.

Monday 29th March 1st

First part pleasant & ship at anchor off & on
Middle & latter part. The same sent on shore
sent 31 barrels Oil & traded for fruit &

landed the Bone I sent it on board the 4hr
sent 31 barrels all to the Starboard watch
This ends.

Tuesday March 2nd

Again with fine weather. I discharged 33 rows
of 4hr at 4 PM the watch on board
of 4hr. I erratted by me. Tamarhe. Letter. I Lure
sent on board 4hr. sent 31 barrels
Middle & latter part. The same sent on shore
This ends.

Wednesday March 3rd 1858

Left at 9 AM. at 4 PM the ship came
up. The ship was a little long by some distance.
Middle part good weather. Latter part the same
the ship was a little long by some distance & the
ship was a little long by some distance.

Thursday March 4th

First part Pleasant at 8 PM the watch came
around the ship. The ship was a little long by some distance.
Middle part good weather. Latter part the same
the ship was a little long by some distance & the
ship was a little long by some distance.

Friday March 5th

First part Pleasant at 8 PM the watch came
around the ship. The ship was a little long by some distance.
Middle part good weather. Latter part the same
the ship was a little long by some distance & the
ship was a little long by some distance.
Middle part good weather shipped a Boat
by name Brandenburg & Cook by name Smith & Kanaka
Foremast hand thus Ends

Saturday 6th

Fine weather Discharged John Portuige sick
Middle part good weather
Last part 9 o'clock saw a boat to
take charge of my duty as first
officer. With seven Kanakas and
one boy after we found them, not
one boat there. The ship was a little long by some distance.
Middle part good weather. Latter part the same
the ship was a little long by some distance & the
ship was a little long by some distance.

Largae Carolina - of New Bedford

76 Wind Carls Ste Sunday - 7th Sea account 1858

1 N E W by N W
2
First part crew all on board got the ship under way & stood out clear of the shipping 8 o'clock put off a Boat for to bring the captain on board & 9 o'clock made all sail and stood on Honolulu -
Middle part fresh trade 10 o'clock near Diamond Hill the ship stood off shore
Last part fresh trade ship stood in for the bay 9 o'clock part of Statue Boat and took the capt on shore a Honolulu 11 Boat com on Board
Thus Ends

Monday - 8th March

N E off shore
G. N. E. off shore
First part fresh trade and good weather ship laying off and on at Honolulu at 11
Middle part ship laying off and on squally weather during the night
Last part stood close in to the buoy strong trade and much of rain one sail came in - proved to be the ship Hobomock Falmouth people employed in various jobs of ship's duty thus ends

Tuesday - 9th March

E N E off shore
" W S W
E N E off shore
First part fresh trade ship off on west side the Harbor at Honolulu one merchant ship arrived from Boston the Eliza and Eliza 4 o'clock Capt came on Board made sail put off to westward secured the anchors stowed the chains in the locker and crew Boat crew -
Middle part good weather
Last part fresh breeze from E N E ship steering N by South good weather people employed in fitting boats and painting boats and barrels etc jobs kept ship Hobomock in sight 11 o'clock thus ends

J. C. Harding Master

Wednesday - 10th November 1844

First part strong gails from E. N. course Steered ship
to W by N - people employed in putting up sails, & unloading
part of the store board & having the ship's boat
sail in light baring N - all sail set. Supposed
to be the ship Hobomack. Capt Merchant -
Middle part strong gails from E. N. Steered ship
steering W by N
Last part continued strong gail from E. N.
ship's boat in company with the ship
Hobomack. Employed in putting boats and various jobs
of ship duty. Ship in Lat 20.52 N
Long 164.11 W

Thursday - 11th

First part strong gails from E. N. E. Ship Steered
to W by N - Cloudy with Rain at 4 O'clock P.M.
Middle part Wind much the same with Rain
ship steering W by N
Last part Wind much the same steering W by N
people employed in mending the main Mast
cloudy weather - Last sight of our company
thus ends no observation

Friday - 12th

First part commenced with strong gails from E. N. E.
Ship steering to W by N at 12 O'clock P.M. came on heavy
Rain - continued thick and Rainy all day
No observation the afternoon
Middle part fresh gails with Rain
Last part fresh gails from E. Ship steering W by N
Went by North heavy Rain took in fore
top sail at 10 O'clock Wind more moderate
cleared up - at 11 1/2 Sun came out fair
at 3 1/2 P.M.

1850 Barque Carolina of New Bedford

Saturday 13th of April

First part commences fair Wind to E. Ship
Steering W. people Employed in stowing foretop
staysail & gun hands making sail all sail set
Lat $22^{\circ} 56' N$

Long $170^{\circ} 18' W$

Middle part under the fore top sail with Rain

Last part Moderate Wind from E.S.E. Ship Steering W.
Clear up dry and pleasant Weather people Employed in
Breaking out slops and fitted out crew with clothes
This end

Sunday 14th

First part commences with light Breeze from Eastward
Ship by the wind to N.W. people Employed in stowing back
sails and making topmast
Lat $23^{\circ} 14' N$

Long $172^{\circ} 20' W$

Middle part the Breeze from Eastward Course 1 by N

Last part Light Winds from Northward course W by S -
good weather nothing in sight - This End

Monday 15th

First part commences with good weather and light Winds from
Northward course Steered W by S - nothing in sight
Lat $23^{\circ} 20' N$

Long $173.30 W$

Middle part Wind to Eastward Ship Steering W by S. all sail

Last part Rain Showers Wind from E Ship Steering to
W by S - took down old Boat from Rarers to Mene
without getting fire Board in the cabin and sails
in toward part of the light - cleared up, appeared
good weather - saw nothing - This End

10.42.1 *Cardinal Martin*

Tuesday March 16

First part commenced with good 1st course upland
situated from the 1st course sailing on the light
depth (upland) in harbor, 1st, 1st, 1st

Log 11.1.10
L.S. 22.60

Middle part from the 1st course

2nd part commenced from the 1st course
weather - same as 1st part - about the main sail for repair
cooker repairing spare part - this end

Wednesday March 17

First part commenced with good 1st course upland
situated in morning the main sail

Log 11.1.3
L.S. 22.60

Middle part from the 1st course

2nd part commenced from the 1st course
to the 1st course with main (theater) but with
the 1st course this end

In the morning in the 1st course

Friday passed the Meridian & -
Saturday 18

First part commenced with good 1st course upland
situated from the 1st course sailing on the light
depth (upland) in harbor, 1st, 1st, 1st

Log 11.1.46
L.S. 24.80

Middle part from the 1st course

2nd part commenced from the 1st course
good weather with sail upland in morning
this end

1050 Barque Carolina of New Bedford

Saturday - March 20th

First part Moderate gails from Eastward Ship steering to N.W. and by Clock course N.W. by W good weather finished Repairing Main sail and sent aloft and beat Main sail

Long 176° 13' E
Lat 24.40.17

Middle part Lite Winds from E - Ship steering to N.W. by W

Last part Lite Winds from Eastward course steered N.W. by W employed in Reeking out for Midges for Mending of Main Room and stowed off
Thus Ends

Sunday - 21st

First part Come in from Eastward and Lite Winds from Eastward Brook out 2 casks Pumping Rigging sent down the Royal yard & mended foretopmast standing sail and bent an old standing sail in place, stowed sails below in sail pen

Long 175° 13' E
Lat 25° 53' N

Middle part Lite Winds from Eastward Ship's course N.W. by W

Last part Lite Baffling Winds from Eastward course steered N.W. by W employed in Reaving new fore-chargarnetts and Main topsail buntins Main & Top sail Holyards -
Thus Ends

Monday - 22nd

First part Commenced with Lite Winds from Eastward Ship steering North - the weather clear and dry saw nothing

Long 173° 15' E
Lat 26.40.17

Middle part Lite Wind much the same Course N.W.

Last part part Lite Winds from Eastward course N.W. mended Main topsail to be repaired the watch employed in sail mending good weather
Thus Ends

Monica / Hunting / Hunter

Tuesday 23rd

First part Very little air from Eastward Ship steering N.W. good weather. The watch Employed in Repairing Main / mast / masts. Minakos - Keep up from their water holder to learn the height.

Long 179 11 E
Lat 28 19 N

Middle part Wind from Eastward, strong & the ship

Last part Wind from Eastward Ship steering N.W. same weather. The watch Employed in Repairing Main / mast / masts. Minakos - Keep up from their water holder to learn the height. in Thundering sail - This ends,

Wednesday 24th

First part Moderate gale from Eastward Ship steering N.W. The watch Employed in Sail mending, and masts.

Long 171 47 E
Lat 28 19 N

Middle part Wind from Eastward Ship steering N.W.

Last part fresh Breezes from E Ship steering N.W. The watch Employed in Breaking out Bread and flour, and masts. Minakos - Keep up from their water holder to learn the height. This ends,

Thursday 25th

First part commences good weather & good Breeze from Eastward Ship steering N.W. The watch Employed in Repairing Main / mast / masts. Minakos - Keep up from their water holder to learn the height. 4 o'clock Wind hauled sudden to N. come on with mist of Rain -

Long 169 16 E
Lat 28 19 N

Middle part Wind hauled back to E. come on with mist of Rain -

Last part Little winds from Eastward Ship steering N.W. Cloudy with mist of Rain. 10 o'clock cleared up and a strong Breeze. Sails paid back,

This ends,

Surgeon Carolina of New Bedford.

Friday March 26th

First part Gale from Eastward Ship steering NW by W
the people employed in various jobs Request - about the Riggins
and Boat from 80

Long 167 40 E

Lat 31 20 1

Middle part Wind moderated to 1 - & by the wind 1 N.W.

Last part Wind moderating to Northward ship by the wind to
heavy Squall double reefed topsails - thick and Raining the Rains
thru twenty four hours - one man taken down with the
barrel of powder one boy sick from the cold
Thus Ends

Saturday 27th

First part Commences with Rain Wind N.W. ship by the wind
to N & E at 10 o'clock wind hauled to N.W. ship by the
wind to West (talked at 4 o'clock) continues Rain & thick weather

No observation this day

Middle part Wind much the same ship by the wind to N

Last part Strong wind with Squally ship by the wind to N.W.
Last part Calm to topsails the ship employed in various jobs
Request
Thus Ends

Sunday 28th

First part Strong gales from N.W. ship by the wind to
N.W. by W Heavy swell from Northward the water making
tarpaulins for Hatches cleaned up Whaling guns &c. Ship under
whole topsails.

Long 166. 06 E

Lat 31 17

Middle part Moderate gales from N.W. ship steering N.W. by W
Last part Moderate gales from N.W. course. U. W. Saw
200000 quantities of Whale Bone (dead feet) one man sick
with the pox Good weather Thus Ends

1858

Harcourt Master

Monday - March 27th

First part Moderate gails from Eastward steering N.W. all sail set saw numerous quantities of dead fish on the water good weather. One man taken down in a fit (Recovered soon after) tonight. Realized but much exparited and serious pain in the head, Capt. Harcourt, gave him Medicine,

Longitude $164^{\circ} 30' E$ Lat $35^{\circ} 24' N$

Middle part Gail much the same, Took in Topgallant sail. Last part Wind increases Ship steering N.W. Wind hauls to Southward - heavy squalls with Rain - one man off duty sick. At 10 p.m. the ship reduced to close reefed, in fore sail. (see, under)

Tuesday - 30th

First part commences with strong gails from S.W. Ship by the wind to N.W. good full. Some times free wind comes equally. Rain at intervals, Ship under double Reef and courses and Y.

No observation this day

Middle part strong gails from S.W. and N.W. Took in all sail

Last part Made sail to double Reefs, Staysails, and main Spruce, heavy squalls from Westward ship laying by to N.W. and N.W.W. heavy showers, (heavy sea and ship very uneasy - one man off duty sick. Thus Ends)

Wednesday - 31st

First part commences with heavy gails from W and W.N.W. Ship laying by to S.W. heavy sea and violent squalls, all sail in fore sail and main topmast close reefed. Main Staysail and Spruce

Longitude $162^{\circ} 19' E$ Lat $37^{\circ} 00' N$

Middle part Moderated a little Ship heading her course.

Last part Made all sail Wind S.W. Ship steering N.W. Wind lay to Oblique took in sail to double Reefs. Heavy squalls took in all sail & hove the ship to - Rain with drops of snow. Thus Ends

2. Sunday 11

Left for ... at 10 o'clock. The sail ...
in dick. - cloudy and cold. Weather all sail etc.

A lot of small birds, chiefly *Chondestes*, *Spizella*, *Junco*, *Passer*, *Corvus*, *Geococcyx*, *Colinus*, *Perdix*, *Meleagris*, *Phasianus*, *Capra*, *Bos*, *Equus*, *Canis*, *Felis*, *Lynx*, *Ursus*, *Procyon*, *Vulpes*, *Mustela*, *Neotoma*, *Sciurus*, *Peromyscus*, *Microtus*, *Citellus*, *Spermophilus*, *Hesperomys*, *Dipodomys*, *Onychomys*, *Thomomys*, *Cynomys*, *Elephas*, *Rhinoceros*, *Gorilla*, *Orangutan*, *Man*.

May 15 4 6
Sat 11 29. A

Middle part, divided into 1st & 2nd Series (see I. in the Syllabus).

Last part: Fresh gails and frequent Squalls from N. by N. W. by the wind to N. W. by W. - Snow Squalls, frequent. Five Watch Employed in various Lots Request -
H. C. C. C.

Ver. in Carolina of the Pacific

Wednesday. April 7th

First part commences with strong gale, from Westward S by N by the Wind to N by W and North under double Reef main sail and gets 3 o'clock Alarm by men at Main Mast head that Boy in foretopmast Crossed frozen and ship sent up twelve went on and lowered down the Boy, carried him in the cabin preserved life picked him by the stern and brought him in, he was landed about 11 hours and limbs stiff. Middle part moderate rain.

Last part moderate rain the wind came out from the West, with the wind hauled to the three ship by the wind to N.E. 1 o'clock at 11 o'clock the ship head on the the Boy was very sick in no way at the time.

Thursday - 8th

First part the wind more mild wind from N.E. by the wind to N.E. at 10 o'clock the wind - Boy Salomon very sick in convulsions all the time every thing done that could be done for him - at 43 53 1st

Long 161 100

Middle part Moderate driving to all sail Point South by the Wind to N

Last part Moderate Breeze from S.W. ship strong with all sail the at 10 o'clock in various places Reminded the Boy Salomon very sick. not expected to live
Thus Ends

Friday - 9th

First part commences with light Winds from S.W. ship turning to N.W. all sail set the watch employed in making out cables to coopers Ready for oil

Long 161 90 E

Lat 44 10 N

Middle part moderate rain from S.W. by the Wind to N.W.

Last part moderate gale from S.W. ship strong with all sail set 10 o'clock came on Rain and Thick weather Boy Salomon very sick, one Boat stern off duty with the (end)

Saturday Oct 10th

First part of day (until 10 AM) ship lay to and to windward of the land. Wind from N. by N. E. to S. by S. E. day. The ship has made about 140 miles in course, to the westward.

Middle part: Wind much the same strong.

Last part: fresh sail, from the ship (to the westward) at about 10 AM. The ship employed the power of the sails. Day calm and clear.

Sunday - 11th

First part: fresh breeze from N. by N. E. to S. by S. E. clear weather. The ship made the land about 10 AM. Land bearing N. by N. E. off N. N. W. for the passage. Saw at last the land bearing N. by N. E. peak.

Observation at 10 AM. Long 155.47
Lat 47.14

Middle part: Ship laying aback until 1 PM.

Last part: Made sail and put the ship off at 11 by 11 PM. Weather saw no land at 9 O'clock and closed up a little. No land perceived the ship through the passage in the straits. Set main Royal and topmast & studied in saw no land. The middle straits thus ended.

Sunday 12th

First part: fresh gale from N. by N. E. at 11 AM. A clock hauled up to N. N. E. clear good weather. Boy Solomon is getting better at 12 O'clock. Long 157.21
Lat 47.37

Middle part: Much the same.

Last part: fresh gale from N. E. at 1 PM. Good weather: cold. Saw ice. Employed in various jobs. Requested that Solomon be put to bed. One man taken with the pain. At 10 O'clock thick to windward. The ship to the N. E. Shattered sail to whole topsails. This ended.

Barge Carolina of New Bedford

Tuesday April 13th

East part fresh gails from E and ESE ship steering all the afternoon to N. by E dodging the heavy ice 4 o'clock 1. p. off N. by E clear water & (E) ship took in sail & double reefed, allure (part) by compass show no ice

at 5.0. 1. 4
very 147. 4 4

Middle part from East made sail at day a day light ship off N by N 10 o'clock lured by the wind to clear the ice ship by the wind to N by N. The remainder of the day blew off ice in light thus ends show no ice ahead,

Wednesday 14th

East part Moderate gails from ESE ship crating through the ice to Northward and Eastward plenty of ice all round saw nothing in ship of whal. Lat 51° 32' N
Long 15-1 32 E

Middle part (to) (in) (ice) (from) (to) (in) (ice)

East part Moderate gails from E ship crating to N. E. East and forth through the ice plenty of ice. Saw no whal, no cold freezing water as deck. Many Solomon (in) (ice) (ship) thus ends

Thursday 15th

East part - little winds from Eastward ship tack and tack weather through the ice to N. E 5 o'clock PM. cloudy - saw many seal on the ice no observation to day

Middle part ship tack and tack all night dodging ice East part - little wind, N ship crating to Northward saw no whal very cold thus ends

Monday 16 Sunday 15

Tuesday 17

First part moderate gails from S and S by E ship to the north
Saw plenty of ice brought to ship, we went out to sea
Saw a large ice island about 1000 ft. in diameter
Sailed at 10 AM

Lat 51 41 N
Long 150 41 W

Middle part Wind from N Ship to the north and to the ice.

Last part Moderate gails from S and S by E ship to the north
Plenty of ice all around a 1000 ft. in diameter all the ice
Ship to the north and to the ice.

Thus ended,

Saturday 17

First part Moderate gails from S and S by E ship to the north
to E by N all sail set no ice near the ship it is about 1000 ft. in
Ship on the other side. Wind to S. All clear water
no ice in sight Long 150 41 W

Lat 51 41 N

Middle part Light air ship steady to the north and to the ice.

Last part Calm ice all part, it is a part of the ice
ice breaking out bread. Gail clear water.

Thus ended,

Sunday 18

First part Calm ice all part, it is a part of the ice
at night some from S. Ship, Steady to the north and to the ice.

Long 151 41 W
Lat 51 41 N

Middle part Ship Steady V.E. and S by E saw plenty of ice

Last part moderate gail from S ship to the north and to the ice
Sail proved to be ship, course of the land. Capt. Litch.
Cruising to the north and to the ice.

Thus ended,



Journal of Expedition

Monday - 19th

First part Moderate gale from South Ship steering N.N.W. and N by W in company with Ship Corcoran Capt Fish making the best way we could through the ice.

No observation to day

Middle part fresh gails from S.S.W. Ship steering N by W bearing through the ice. Best of the way possible

Last part Moderate gails from S.W. Ship steering to N.W. dodging through the ice making the best way possible to westward ice all around state in company with Ship Corcoran - Thick snow storm
Thus end,

Tuesday - 20th

First part fresh gails from S.W. Ship somewhat hauled in the ice shortened sail stood in to the ice heading to westward the best course to facilitate our progress - in company with Capt Fish Capt Fish come on Board - to arrange matters about setting lights snow storm continues. No observation to day

Middle part Ship laying by in the ice

Last part fresh gails from S.W. Ship making best way possible through the ice to N.W. 11 O'clock wind hauled to west state in company with Ship Corcoran plenty of snow
Thus end,

Wednesday - 21st

First part Moderate gales from N.W. Ship by Head & N.E. at night calm Ship laying in the ice the S by Corcoran about 11 miles. Laying in the ice. Calm
No observation to day

Middle part Ship laying by

Last part light winds from N.N.E. Ship steering to westward through the ice on a zigzag course saw nothing in the way. - saw boats down from Ship Corcoran about 10 miles and a good lot of ice.
Thus end,

Thursday - 22nd

First part commenced with clear weather, and the ice was seen to the north, during the forenoon the ice was not thick, but in the evening it became thicker.

at 11 10 1
at 12 11 11

Middle part of the day, the ice was not thick, but in the evening it became thicker.

Last part of the day, the ice was not thick, but in the evening it became thicker. The ship began to drift in a small bay, about 5 miles from the shore.

Friday - 23rd

First part commenced with good weather. The ice was seen to the north, but in the evening it became thicker. One small stream to the eastward, distant about 5 miles.

Middle part of the day, the ice was not thick, but in the evening it became thicker.

Last part of the day, the ice was not thick, but in the evening it became thicker. The ship began to drift in a small bay, about 5 miles from the shore.

Saturday - 24th

First part commenced with the air from the south. The ice was seen to the north, but in the evening it became thicker. At night there was fog and heavy snowing, ice around.

Middle part of the day, the ice was not thick, but in the evening it became thicker.

Last part of the day, the ice was not thick, but in the evening it became thicker. The ship began to drift in a small bay, about 5 miles from the shore.

Expedition

Carolina of New Bedford

Sunday - April 25

First part lite air, from West Ship cruising h. to. with blocked
in with heavy ice and but very little clear water in sight
all day - No in. can pass with ship crew -
no observation to day

Middle part ship - carrying by ice more boats.

at last the winds from N.W. ship crew moved about
the ice in search of whales in company with ship crew.
Saw one Bowhead Whale from the other ship put off their boats
with good success.

Thos. Cook,

Monday - 26th

First part lite air, from NW ship cruising about the ice.
in company with S crew, 4 O'clock gained
with Capt. Cook.

Lat 54. 19 N

Long 148. 20 E

Middle part ship - carrying by
at last the winds from N.W. ship cruising in the ice
to Northward ship crew close by saw three boats down chasing
whales good clear weather - Thos. Cook,

Tuesday - 27th

First part lite winds from Northward ship cruising by the ice to N.W.
at 2 O'clock saw 1 Bowhead Whale, put off the boat and
threw with the Northward boat 400 yds. in the ice and parted by
last 2 boats.

Long 149. 33 E

Lat 54. 15

Middle part ship - carrying by
at last the winds from N.W. ship cruising in the ice
saw one Bowhead in the ice - no success to day - clear weather
ice in very heavy streaks in company with ship crew
Thos. Cook,

Thomas - C. Harding Mash.

Wednesday April 28

First part lets airs from SW ship blow to NW bearing
saw no whals first part at night took in all sail to double head

Middle part ship laying by drifting through a str.

Let part back sails from SW ship cruising to Westward and
the clear water - snow all day thick. Could see nothing
saw no clear water all day
End

Thursday 29

First part last part near ship with also
saw no whals clear water heavy ice all around the ship
the ship came to windward drifting north the ice.

no observation to day

Middle part ship laying by back in clear water

Let part back sails from SW ship cruising about to keep clear
of ice first saw heavy ice to windward and windward saw
the ship came to windward in clear water fog continued very thick
thus end

Friday 30

First part lets winds from SW ship drifting through the ice
heavy swell from south - ice chased the ship very much
nothing in shape of bowheads to day

no observation to day

Middle part ship rearing about sometimes on one tack and sometimes on the other

Let part thick snow storm from south - very thick fog and mist
showing the remainder of the day - saw nothing - ship under short
sail clearing out clear streaks of water

thus ends the last day of April

1857

Caroline of New Bedford

Saturday May 1st

First part Lite airs from S.W. ship cruising about clear of the ice. Light fog - light at night. Fog blew off. Saw 2 more still - tangles (barrier) South and East from our ship. Still in company with Ship Korea of New London.

no Observation to day
middle part Ship Korea in company clear of the ice.

Last part Lite airs from South ship cruising for clear water. Foggy 10 O'clock. Tied up. Saw one Sail bar'g. Ship Korea in company with us. Sea but little clear water from the ship.
Thurs End

Sunday 2^d

First part Lite airs from S.W. ship cruising about in a small place clear water in company with Ship Korea put off Harbour Boat for Capt Harding to pay a visit on board Ship Korea. Exchanged Boat crew. Thick fog ice close by.

Lat 55 09 N

no Longitude to day

Middle part Ship in the ice. Fog about.

Last part Moderate gails from N.W. ship cruising about in the ice. In company with Ship Korea - Barque New Bedford came down all sail. Stood in the ice took in sail set signal for Capt Harding - put off the Harb'r Boat to gain. (Capt Crandall) Thurs End

Monday 3rd

First part Moderate gails from N.W. ship stood out to S.E. and cleared the ice at 4 O'clock entered in clear water. Capt Harding and Capt Fish on board of Ship New Bedford.

Lat 54 40 N

Long 9

Middle part Ship laying aback under that sail

Last part Moderate breeze from N.W. ship by the wind to S.W. Both ship and Barque in sight. Entered the Narrows of the Bay about the ice to S.W. mid haul 11 O'clock to Thurs End

Tuesday - 1

First part fresh gails from ship coming by + into all sail
 down to close packed masts + sails + wind + sea + air
 slight drifting about by the gail + at night sea moderate and
 gail continues heavy though no observation to day

Middle part heavy gail +

Last part fresh gails from ship coming by + into all sail
 down to close packed masts + sails + wind + sea + air
 slight drifting about by the gail + at night sea moderate and
 gail continues heavy though no observation to day

Wednesday - 2

First part strong gails from ship coming by + into all sail
 down to close packed masts + sails + wind + sea + air
 slight drifting about by the gail + at night sea moderate and
 gail continues heavy though no observation to day

Middle part heavy gail +
 Last part fresh gails from ship coming by + into all sail
 down to close packed masts + sails + wind + sea + air
 slight drifting about by the gail + at night sea moderate and
 gail continues heavy though no observation to day

Thus End,

Thursday - 3

First part fresh breezes from ship coming by + into all sail
 down to close packed masts + sails + wind + sea + air
 slight drifting about by the gail + at night sea moderate and
 gail continues heavy though no observation to day

1:50

Ship coming by sea all round on every side

Last part fresh gails from ship coming by + into all sail
 down to close packed masts + sails + wind + sea + air
 slight drifting about by the gail + at night sea moderate and
 gail continues heavy though no observation to day

Thus End

Baroness Carolina of New-Bedford

Fridal May - 1 -

Good and fresh sails were sent to L.A. Boats about 2 mi.
clear ~~ships~~ of water - Still working to the it might say
some sail all sail in to clear boats in company with some
for the water some five sails

147 75

21. 45 1

Middle part Ship's Lashing by to North - ice on all sides
Last part Ship's Chasing through the ice to N.W. - Wind
N.W. - very light air - saw 7 or 8 Sails cruising for
clear water and making to N.W. - Clear weather and heavy
ice on all sides - saw no whales
thus ends

Saturday —————^{the}

last part late a/c from NW nearly calm Ship drifting by
the ice Capt put off Harboured boat to board Boque
James Bennett of New Bedford - a number of ships
in sight - thick haze all day
w Observation to day

Middle part Strip Laying Bay in clear water

last part ship bearing about to clear thick fog and
light wind - set on seven ships near us under short sail
B. H. Hensetta. New York port. Toward 5. More haze. Clear
splendid cold spring and cleared up at 10 o'clock like mist
from Eastward thus ended

Sunday - 9 -

First part commenced with late Mails from all ships
coming to N. W. 7 sails in sight all cruising through
the 14th streak of water to N. W.

per observation

Middle part Ship Laying By ice all around

and the latter would prove a backward step, and to most
 as the streaks of clear water will permit us
 to put off ice, comparing with the sea water
 and the latter is not so pure as the sea water
 and the latter is not so pure as the sea water

100, Good,

Journal of Gardiner Master

Monday - May - 10

First part moderate breeze from eastward ship under short sail
sailing from the ice. The ice was all under
and a lot of the ice was seen at last reported that the
ship was not in the water and that a slight breeze was
coming on board and sailing on about

10 Oct 1853

10 Oct 1853

Middle part ship sailing on about 10 Oct 1853
sailing from the ice. The ice was all under
and a lot of the ice was seen at last reported that the
ship was not in the water and that a slight breeze was
coming on board and sailing on about

Tuesday - May - 11

First part moderate breeze from eastward ship under short sail
sailing from the ice. The ice was all under
and a lot of the ice was seen at last reported that the
ship was not in the water and that a slight breeze was
coming on board and sailing on about

Second part ship sailing on about 10 Oct 1853
sailing from the ice. The ice was all under
and a lot of the ice was seen at last reported that the
ship was not in the water and that a slight breeze was
coming on board and sailing on about

Third part ship sailing on about 10 Oct 1853
sailing from the ice. The ice was all under
and a lot of the ice was seen at last reported that the
ship was not in the water and that a slight breeze was
coming on board and sailing on about

Fourth part ship sailing on about 10 Oct 1853
sailing from the ice. The ice was all under
and a lot of the ice was seen at last reported that the
ship was not in the water and that a slight breeze was
coming on board and sailing on about

Wednesday - May - 12

First part moderate breeze from eastward ship under short sail
sailing from the ice. The ice was all under
and a lot of the ice was seen at last reported that the
ship was not in the water and that a slight breeze was
coming on board and sailing on about

no observation today

Middle part ship sailing on about 10 Oct 1853
sailing from the ice. The ice was all under
and a lot of the ice was seen at last reported that the
ship was not in the water and that a slight breeze was
coming on board and sailing on about

Last part moderate breeze from S E ship under short sail
sailing from the ice. The ice was all under
and a lot of the ice was seen at last reported that the
ship was not in the water and that a slight breeze was
coming on board and sailing on about

thus ends

Voyage Carolina of the Pedg.

Wednesday May 13

First part commences with the wind from S.W. and Rain with thick fog ship under short sail holding her position good - heavy sheet ice on the River.

no Observation to day

Middle part Ship laying by

Last part fresh Breeze from E ship cruising to N.W. 8 o'clock
Saw ice put the ship about heading to South East foggy
the Remains of the day - 2 men off duty
Thursdays

Friday May 14

First part commences with thick fog and wind to N.W. 3 o'clock saw one large Bowhead Whale close to the ship put off the boats chased until night without success cleared up at 8 o'clock all clear saw 2 sails on whaling

Lat 56° 50' N
Long 145° 30' W

Middle part Ship laying by

Last part Wind from N.W. ship cruising to N.W. saw 2 sails on whaling 11 o'clock saw one sail put off the boats without success clear weather was with off duty Thursdays

Saturday May 15

First part commences with fresh breeze from N.W. ship cruising by the wind through the clear weather saw no whale put off the boats struck the shore boat fowls line out the line to clear the boat and sail at night saw 2 sails that night

Long 145° 30' W
at 8 p.m.

Middle part Ship laying by

Last part late Breeze from N.W. ship laying aback in a small street clear weather saw one Bowhead put off the boats without success 2 sails in sight - Frs Huxtable and Bogue Huxtable both with Whales on board

[illegible]

No Observations to day

middle part Sh³ lagging off and on by the rice

~~Last part~~ Moderate gail from south ship, wind by 10 m.
 name D. 1. 18. Hurretta & Haze Hurretta. Clear & 100 m.
 Bow heads scarce & saw none the 100 m. dist. of laty.
 Plus land,

12. 10. 1904

First part moderate gail, then southerly - ship under way about the
the ice at night - saw one Baird's put off the ^{the} ice
With our success - all the boats seem to be going quick
to westward - see but few whales there

11/10/57

one 174. 70

11 till past 4th - later - to Southward 10 clock being
- last has - to fail - that for ship
by the most after time. Very dark with fit
of morn. off duty
Was good,

Barque Carolina of New Bedford

Wednesday - 19th

1st part commences with the winds from NW thick fog with intervals of half an hour clear spaces. plenty of ice ship endeavoring to get to South w. at night ship laying by no observation to day

Middle part ship laying by

2nd part the winds from Northern ship steering W by N
Saw several small boats about 1/2 way the Port - 1st
time. Went Boat struck one Bowhead whale, and took to the
land. Saw a number of whals going to WNW
thus end

Thursday - 20

1st part commences with the air from Northern ship took
the whals along side keelson, employed in cutting - at night
finished cutting at the watch for the night two men
on duty. Good weather saw 2 sails - saw plenty of
whals, no correct observation

middle part ship laying by

2nd part calm clear good weather saw one sail people
employed in scraping bones and other jobs Request
thus end

Friday - 21

1st part commences with calm on Bay the air from
W saw several whals put off the boats. Went on with
starboard boat - and started first iron against the whals side &
hailed in fasting. we supposed the reason for not
hitting was that the bomb was fired shot - a bomb
launched in another whale from starboard boat the whale
blundered, and went down consequently failed in fasting
supposed the bomb did not burst

no observation to day

Middle part ship commenced boiling out the whals, the fog
at last calm saw several whals put off the boats without
being hit. saw 4 sails on the Bay

1858

11th Nov

Monday 11th Nov

Wednesday 12th Nov

First part of the morning from the ship we
to meet Clear in the same water and water.
the water is clear in the same water and water.
the water is clear in the same water and water.

Middle part of the morning from the ship we
and so on. The water is clear in the same water and water.
the water is clear in the same water and water.
the water is clear in the same water and water.

Thursday 13th Nov

First part of the morning from the ship we
the water is clear in the same water and water.
the water is clear in the same water and water.
the water is clear in the same water and water.

Middle part of the morning from the ship we
and so on. The water is clear in the same water and water.
the water is clear in the same water and water.
the water is clear in the same water and water.

Last part of the morning from the ship we
the water is clear in the same water and water.
the water is clear in the same water and water.
the water is clear in the same water and water.

Friday 14th Nov

First part of the morning from the ship we
the water is clear in the same water and water.
the water is clear in the same water and water.
the water is clear in the same water and water.

Middle part of the morning from the ship we
and so on. The water is clear in the same water and water.
the water is clear in the same water and water.
the water is clear in the same water and water.

Last part of the morning from the ship we
the water is clear in the same water and water.
the water is clear in the same water and water.
the water is clear in the same water and water.

Journal of the Voyage of the U.S.S. Albatross

Monday - Nov. 25

First part commences with the arrival from Westward ship, heading to S.W. in company with the Albatross at 8 o'clock thick fog. The head wind also.

Second part commences with the arrival from the Albatross ship, heading to S.W. in company with the Albatross at 8 o'clock thick fog. The head wind also.

Tuesday - Nov. 26

First part commences with the arrival from the Albatross ship, heading to S.W. in company with the Albatross at 8 o'clock thick fog. The head wind also.

Middle part ship leaving by 2 o'clock finished at 10 o'clock.

Last part preparing to start the whale boat. Strong breeze from N.W. saw 4 sails. Cruising depart 11 o'clock ship cruising to westward 10 o'clock in full blast boiling. This ended.

Wednesday - Nov. 27

First part commences with the arrival from the Albatross ship, heading to S.W. in company with the Albatross at 8 o'clock thick fog. The head wind also.

Second part commences with the arrival from the Albatross ship, heading to S.W. in company with the Albatross at 8 o'clock thick fog. The head wind also.

139

Monday

First part first sail from ship, under eastward, was to the top of
a light ice all around. Cleared up. Saw ice, below it then
and saw a little more to the eastward.

Middle part of sail to the eastward to the
last part next sail from ship, under eastward, was to the top of
a light ice all around. Cleared up. Saw ice, below it then
and saw a little more to the eastward.

Tuesday

First part came with strong wind from ship. Started sail to
double reef, ship endeavoring to get to the top of the island, but
cleared up. Saw 3 or 4 sail. To the island of the light being
11 S.W. ship by the mid. to S.W. at night. The island was
about 10 miles, but little ice near the island. The ship about
and stood to Eastward to clear the ice.

Middle part ship sailing
last part first sail from ship to westward. At the ice
about to Eastward again. Ship under short sail, sailing about
and sail, more sailing. At the ice, the ship
thus (end)

Wednesday

First part commenced with ship from 3 (Crest) to the top of the
dud (Crest), put off. The ship went out to the ship, and
out and hoisted him in. Spoke to the Captain. The ship
Then come on board this evening. Continue. The ship
from the shore.

Middle part ship sailing by the ship

Last part of sail from ship, under eastward, was to the top of
a light ice all around. Cleared up. Saw ice, below it then
and saw a little more to the eastward.

Friday - 11-5

Middle nail L's facing. No. in throat of

16. Aug - 7 - 17

Middle part thin, tapering by near lower side

in Spot Moderate Fall, from Eastward. Saw 10 sails Spoke and
jammed with drift. Saw in West saw Big Bear
about 10-12 miles. Splendid & Thomas Noy all crewing about in
the same place in times past & this Fall.

Monday - 8 -

11. Observation day

middle part S. is rising by very little and

not have eaten. At 11 O'clock (11 m) we, the wives,
dined, & for some time the fog laid on, and to
our great surprise.

Burgess Carolina of New Bedford

Saturday May 12

First part commences with moderate gales from S. Ship steering by the wind east of the line a sail, but then to S with all sail set - shift in course north is observed. Just about noon saw one more sail to windward, at night saw light house on N. W. 20 miles distant - no observation today

Middle part - Ship steering by the wind and rain S. by S. at last out

Last part - fresh breeze from S. S. ship cruising to the N. of the wind from the ice and to Eastward - "Tide" to catch the bottom of the ice and set in shore -
 Thus ends

Sunday 13

First part commences with fresh breeze from S. S. ship cruising to the N. of the wind from the ice and to Eastward - "Tide" to catch the bottom of the ice and set in shore -
 Thus ends

Middle part of ship steering by the wind and rain S. by S. at last out

Last part - fresh breeze from S. S. ship cruising to the N. of the wind from the ice and to Eastward - "Tide" to catch the bottom of the ice and set in shore -
 Thus ends

Monday 14

First part - fresh breeze from S. S. ship cruising to the N. of the wind from the ice and to Eastward - "Tide" to catch the bottom of the ice and set in shore -
 Thus ends

Middle part - ship steering by the wind and rain S. by S. at last out

Thomas C. Harding Master

Monday 15th

First part Commenced with a gale, rain, with ship, blowing of
wind, but saw no ice, nothing of
no observation to day

Middle part Ship Laying By - thick fog - cooled down
the ship.

Last part the ice began to break the ship started
and went on, but not far, then a gale, heavy rain, and
the pilot Pin blessed me clearing up about the ice -
then found

Wednesday 16th

First part Commenced with Calm on Bay - the Purge from the
saw 3 sails one to westward through the ice at night -
Calm Saw nothing

Lat 55° 46'

Long 120° 16'

Middle part Last part from S. Ship starting V. G. W.
Last part - late - baffling winds from the ship & sea -
saw nothing - heavy fog broke, cleared - (saw ice still)
then found

Thursday 17th

First part Commenced with late winds from W. ship, coming by the
2 O'clock died away calm - 4 O'clock V. G. W. - heavy fog
up from N. Set in thick fog ship cruising to N by
observation - 1 O'clock - 17th

Lat 55° 46'

Long 127° 46'

Middle part Ship Laying by to N. Wind East

Last part Ship kept off for the land W. G. W. got up chains and
got labourer anker off the masts cocklebed the starter anker at 10 O'clock
saw the land and ice - Saw a thick ice put off the labour boat and took
to the ship and commenced cutting (supposed to make ice hole)

Edna - 10/1/11

First part. Commence, with wind from Northwest. Set in thick fog
in hand & ladies employed in eating. 3 O'clock PM finished
entire of a very large land close to heard whals blowing too foggy
to see. Passing (the) (near) L-shanters Island) at night wind
shifted to Westward ship took and took water of shore ice close to -
Middle part. more foggy wind from NE very dark & thick ship got
into the ice attempted to move ship - but all to no purpose, was
obliged to let her lay shortens sail. Chased down fore & aft. in 20
fathoms water. Last part. Wind N.E ship all wedged fast in the
ice. 6 O'clock. Chased up fore & aft - saw the land to leeward
close to. Sounded and found me more in ten fathoms water (sampling) of the
recent off on the ice to land them no success. Shot one from the ship with
a ball in hand. (see next)

Monday - 21

First part calm Ten men on board ship still in position of the ice 24 hours, but no ice seen. The ice brought off Wood and O'Brien (not present) to find out in consequence of thick fog - by accident the ships in off bottles of big Teshuta Island - getting out is impracticable - much of mind & clear water (both anchors down with a prop. deep of chain on each to prevent them from getting out)

Middle part calm ship lying in the same position - last part very little wind from Eastward - thick fog - ship in same place and position - heavy ice all around - all hands employed in throwing down oil - 3 men forward and 3 Officers sent off duty

Ship lying in an eddy and not much pressure from the ice but impossible to get the ship out and too much ice to catch whals plenty of whals but no clear water

Tuesday - 22

First part Calm with calm and thick fog - ship in same position in same place spoken of - Current very slow - distance to ship but very little all hands employed in throwing down oil - clearing up decks - our position one is not getting in view of a constant fog can get no bearings

Middle part Calm ice set hard against the ship and was down hour up Starboard anchor 3 O'clock slack tide ship lay easy

Last part Calm thick fog saw nothing cast Starboard anchor and cleared the chains ship lay wedged in heavy ice the remainder of the day all hands employed in throwing down oil and working ship - fog continues thick saw nothing but ice thus ended

Wednesday - 23

First part Calm with calm ship had fast in the ice - father water 3 O'clock saw a Rock in shore of the ship about 2 cables length off - went on shore by the ice to see where it was - found the ship had moved 4 or 5 miles to Eastward and Southward - no ice on board Recognized any part of the land & saw a number of low hills Ever being on shore - saw a large River of fresh water flowing in that Sea - supposed to come from lakes in shore 3 O'clock went on board again - one man sick off duty

Middle part Calm ship began to drag her anchor let the ship drag off shore

Last part Calm and thick fog all hands employed in working ship by means of a kedge on the ice ship near the shore could see no land - took Caribou anchor found the stock gone ship kedged by the ice. Made fast with Port anchor and Marlin of new Rigging

18
Voyage Carolina of the Redford

Thursday June 24

First part commences with calm & thick fog and Rain Ship laying
by two broken ledges to gether, got all Ready and sent the Land
chart at 6 O'clock Noon saw Shore land high bluff and rocky shore
distant 3 cables length (very thick.) Calm
Ship lay by map dredged 4 fathoms of the ice
part contains very thick ice no land visible on shore
on the ice found the rock - shore to the S.E. - 1/2 mile
long - 1/2 mile wide of ice in shore from the ship laying off shore
deceived to know a head by the ledge but also in some the ice being
broken around so circles 2 Men dick forward, off duty, Ship has
layed near the same position 24 hours high bluff close to
by 2 cable length. This ends.
Calm

Friday 25

First part commences with thick fog and calm. Rain all day could
see nothing but ice until 6 o'clock cleared up a little saw land to
South high bluff and rocky shore ship distant 2 cables length
saw other hills to S.E. low land to West heavy ice seaward as far
as the fog would permit our seeing. Ship in 4 fathoms water - laying
by ice in the ice seaward.

Middle part Ship in same position calm thick fog

Last part calm and thick fog Ship still lying in the same position
4 fathoms water Rock close to - very heavy ice all around no possible
chance of making out - put out one more ledge on large cake of ice and
well in hole brought by the wind left Ship in by side of heavy cake of ice
that reaches on shore, thus ends
2 Men dick - off duty

Saturday 26

First part commences with thick fog and calm Ship laying
by two ledges headed in large cakes of ice - and how brought
by use of the wind left - Ship layes very still all day with
no current - the tide and fall of the tide about 2 fathoms
at night very low tide the lead measures 3 fathoms water
middle part the day to - undertook to map ship with the
sounding very thick fog at 10 o'clock sent out 210 O'clock
Last part calm and thick fog ice moving being employed
in moving ship - endeavoring to gain off shore ice set on by
thick fog and ice. At 11 o'clock sent out 11 fathoms water at 12
o'clock sent out 11 fathoms water at 1 fathoms water at 1 fathoms
with the Land chart makes 2 or 3 turns during the 24 hours, at 10 o'clock
let up saw the land close to not more than one ship length off
and a rocky shore ice blocked off shore turned to and mapped
ship, landed the crew,

middle part of wind from S to shift
at night, moderate air, by the road. Weather
fine, May all sail left and one sail stays for 10 days when
weather all the land plain in sight - the latter main and 1/2 mast
shattered and all broken to bits. It is

Mon. Aug. 25

18th Sept commences with clear good weather with little wind to
 Eastward ship starting for (Pater Bay saw no whales all the
 land plain in sight for N.E. point to N.W. shore main
 and saw heavy ice near Big Shanty Island one man shot
 killed. 18th Sept. 1854. The ship starting to
 Eastward. 19th Sept. 1854. Eastern side of the island
 ship close S.E. part of Big Shanty Island near Round Hill. All hands
 employed in breaking out water saw 3 seals starting for the
 Bay. Saw 1 A. & 1 B. with (one man & 1 dog shot).

cont. Aug. 29.

First part commenced with light breeze from N ship steering for
Lopers Bluff saw ice but scattering - 4 o'clock. betoken in to the ice & saw
a ~~new~~ ^{new} ~~ice~~ ^{ice} ~~mass~~ ^{mass} to South at night still near Lopers Bluff
leaves Vice. Matthews but little progress through. saw a ~~lot~~ ^{lot} of southern
middle part with down 1000 ³ thick ice
& last saw 1000 miles from E. round ship 1000 & still showed
ship steering to Mackey Bay set in foggy ice but very little
but little progress cleared down to light to let the ship out
through the ice today - one man sick off duty

W. B. "The Carolina", O. J. "The Dotted"

Wednesday June 2nd

First part of the wind came from the north. Ship, being 7 S.W. and
 first sail set and second clear with 4 sails up to 1000 fathoms
 in. Made sail and started for Mercury Bay. At 10:00 P.M. the
 wind came from the north. The ship was in the bay. In the
 late afternoon the wind came from the north. The ship was in the bay.

Second part of the wind came from the north. Ship, being 7 S.W. and
 first sail set and second clear with 4 sails up to 1000 fathoms
 in. Made sail and started for Mercury Bay. At 10:00 P.M. the
 wind came from the north. The ship was in the bay. In the
 late afternoon the wind came from the north. The ship was in the bay.

Third part of the wind came from the north. Ship, being 7 S.W. and
 first sail set and second clear with 4 sails up to 1000 fathoms
 in. Made sail and started for Mercury Bay. At 10:00 P.M. the
 wind came from the north. The ship was in the bay. In the
 late afternoon the wind came from the north. The ship was in the bay.

Thursday June 3rd

First part of the wind came from the north. Ship, being 7 S.W. and
 first sail set and second clear with 4 sails up to 1000 fathoms
 in. Made sail and started for Mercury Bay. At 10:00 P.M. the
 wind came from the north. The ship was in the bay. In the
 late afternoon the wind came from the north. The ship was in the bay.
 Second part of the wind came from the north. Ship, being 7 S.W. and
 first sail set and second clear with 4 sails up to 1000 fathoms
 in. Made sail and started for Mercury Bay. At 10:00 P.M. the
 wind came from the north. The ship was in the bay. In the
 late afternoon the wind came from the north. The ship was in the bay.
 Third part of the wind came from the north. Ship, being 7 S.W. and
 first sail set and second clear with 4 sails up to 1000 fathoms
 in. Made sail and started for Mercury Bay. At 10:00 P.M. the
 wind came from the north. The ship was in the bay. In the
 late afternoon the wind came from the north. The ship was in the bay.

Friday June 4th

First part of the wind came from the north. Ship, being 7 S.W. and
 first sail set and second clear with 4 sails up to 1000 fathoms
 in. Made sail and started for Mercury Bay. At 10:00 P.M. the
 wind came from the north. The ship was in the bay. In the
 late afternoon the wind came from the north. The ship was in the bay.
 Second part of the wind came from the north. Ship, being 7 S.W. and
 first sail set and second clear with 4 sails up to 1000 fathoms
 in. Made sail and started for Mercury Bay. At 10:00 P.M. the
 wind came from the north. The ship was in the bay. In the
 late afternoon the wind came from the north. The ship was in the bay.
 Third part of the wind came from the north. Ship, being 7 S.W. and
 first sail set and second clear with 4 sails up to 1000 fathoms
 in. Made sail and started for Mercury Bay. At 10:00 P.M. the
 wind came from the north. The ship was in the bay. In the
 late afternoon the wind came from the north. The ship was in the bay.

Wednesday - July 2^d

First part course, with the air and pleasant weather. Ship sailing through the ice, in company with 14 boats, and 3 boats more. Middle part ship, noticed in the ice, near the shore.

Last part ship, sailing through the ice, in company with 14 boats, and 3 boats more. Middle part ship, noticed in the ice, near the shore.

Thursday

First part course, with the air and pleasant weather. Ship sailing through the ice, in company with 14 boats, and 3 boats more. Middle part ship, noticed in the ice, near the shore.

Last part ship, sailing through the ice, in company with 14 boats, and 3 boats more. Middle part ship, noticed in the ice, near the shore.

(accident caused through mist salute. from the boat gun in front of one boat, and 11. 1/2 off. by the main shore of the boat or powder)

Friday - July 3^d

First part course, with the air and pleasant weather. Ship sailing through the ice, in company with 14 boats, and 3 boats more. Middle part ship, noticed in the ice, near the shore.

Last part ship, sailing through the ice, in company with 14 boats, and 3 boats more. Middle part ship, noticed in the ice, near the shore.

Sargre Carolina of New Bedford

Tuesday July 6th

First part commence with lte air & calm ship to anchor & Cal
Then took our anchor and stood up the Bay. I & O'clock came
to anchor in 7 fath Water

Middle part Sent off the Starboard Boat up the Bay on a chase

Last part lte air from Eastward ship at anchor Still good
weather and plenty of ice and fog - Thus Ends.

Wednesday - 7 -

First part lte winds from Eastward & O'clock an
the Boat come on board Saw but very few whales,
good weather

Middle part put off started Boat
Last part 3 lashed Boats off up Peter Bay there fog
saw nothing of lashed Boats -
plenty of ice Thus Ends.

Thursday - 8 -

First part commence with lte air & calm the Starboard
Boats came on board Saw no whales

Middle part put off started Boats again
went off early with Burnt Land from powder
our men were in forecotte
Last part 3 Boats in Peter Bay no tidings from them
good weather but very lte wind Thus Ends.

Thomas O. Hardina M.D.

1844

11th Dec. 1891. Foggy all day. Boat out
all part of the day - Boat and chased whales up the Bay - with out
Success. Last part foggy threatening Bad weather.

La. Fred. W. 111

"Middle" part Fair increased, to a hard blow from N. E.
ice came down on the ship very hard - and the ship dragged up the
Bay.

Lat. 1st. Heavy gail ship surrounded with ice - The Mid Modestine
at 10 am. Boat continued raining northward - Starboard Boat
came on board - impossible to take up (the Boat ship decayed about
4 miles up the Bay - gails 'about' ship killed no persons,
damage - no loss present this time)

Sunday - 11 -

First part continued blowing from NE - with Rain & heavy
ice all around the I. 11

Next day took the anchor and started up the bay - Permit changed at 12 o'clock - Brought the ship to anchor in the harbor, waiting there for B. Boats off in P. M. Bay

Barque Caroline of New Bedford

Monday 12

First part like air ship at anchor in same place at 8 o'clock
Ice came down again - ship dragged about 4 miles in to
settles water - Thicker weather
Middle part sent the Starter Boat off again
Last part put off the 5th Boat and chased Whales no success
15 ships in sight one Boiling
The Crew

Tuesday 13

First part like air from Caswad Thicker fog & belook
The Starter Boat came on Board saw but few Whales

Middle part continued thick and heavy ice around - put off
Starter Boat again

Last part discovered Barque Razak in distress was called on
Board found her stern in the ice - Capt Harding aided him
With several other Masted of ship - and succeeded in stopping the
leak - up to this time Capt Harding had not heard from
the other Boat - The Crew

Wednesday 14

First part continued with like mists from Caswad Capt Harding
discovered the Razak & belook The Starter Boat came
on Board and saw but few Whales May full of Masts no Whales
of Boat Capt Harding came on Board took anchor and steamed
to the other side of the May

Middle part continued in 7 fathoms water at 2 o'clock put off 5th Boat
with last which the same - 5th Boat came on Board Reported from
other May - left the Harbour and went West in other May with
one whale distant from the ship 40 miles - the 2 Boats short of
Horsepower - 5th Boat had a long passage in consequence of heavy ice provisions
were short and the boat got this ship under way with a fair current for
the May - called the Starter Boat on Board - Thicker fog The Crew

Thursday Aug 15

First part commenced with the Mable, miles from Eastern side
fog 2 o'clock (some small boats against the ship). Brought to
anchor 8 o'clock got under way. Some boats left at 10
to 11 with permission. In the afternoon
men on board to make shift, with thick fog all the time 2 o'clock and
later had to take the anchor & let the ship drift with the tide then there is
a small chance have not seen the land since ^{the Mable} then thick
fog all the time this land

Friday 16

First part of the day was thick fog. The Mable at 10 o'clock
left the ship of 10 o'clock. The Mable at 10 o'clock
left the ship and did not see the land
last part thick fog & no wind. The Mable at 10 o'clock
left the ship and did not see the land
and constant fog in the night. The Mable at 10 o'clock
left the ship and did not see the land
this land,

Saturday 17

First part of the day was thick fog. The Mable at 10 o'clock
left the ship and did not see the land
and night to best advantage. Making but little progress
allowing the men but little sleep. Captain Harding taking a little
rest on sofa, allowing himself no sleep. When day passed
at 10 o'clock the course to Boston May
Captain Harding found the current to be very irregular and so
to help it out. The current some times flows 6 hours at the
times but 4 hours. Thick fog all day. The Mable at 10 o'clock
left the ship and did not see the land
this land,

1881
New York Carolina of New York

Saturday 24

First part commences with good weather employed
2 Boats 4 weeks 4 O'clock come on Board brought
wood and piece of old junk finished Building and loaded
down & put in fast line to shore, same men on the shore
looked to be running cleared up the ship, at the water
Middle part thick fog ship to shore, in Port Bay

Last part thick fog ship to shore, people preparing to
start - put two boats at 7 O'clock for Port & water
Starboard Boat to take Capt Harding to head of the Bay
Saw a lot of water from wreck of a ship on shore - put
off Main Boat to grabble up line & whale anchor
(Thurs Boat)

Sunday 25

First part commences with good weather ship to shore with
60 fathoms chain out 2 Boats brought Port water along side
hoisted in and heeled up the tank & put off same 2 boats for wood
6 O'clock come on Board with 2 Boat loads wood & Main
Boat come on Board & did not succeed in getting the line from the
Middle part good weather ship Laying to anchor

Last part clear good weather put off 2 Boats after water
1 Boat after wood Capt Harding, not returned from head
of the Bay 3 men sick & came off duty
(Thurs Boat)

(Considered that the line and anchor lost in up the drench)

Monday 26

First part commences with good weather ship to shore and one
Boat of water and 1 Boat of wood stowed & covered with
sails & 1 Boat of water (one) came off ship at 10 O'clock
Capt Harding not returned saw 2 sails out side & saw
they were coming in lost sight of them in the fog
Middle part ship to shore & at 11 O'clock
Saw a lot of water from wreck of a ship on shore
Boat came on Board & did not succeed in getting the line from the
Middle part good weather ship Laying to anchor
Last part clear good weather put off 2 Boats after water
1 Boat after wood Capt Harding, not returned from head
of the Bay 3 men sick & came off duty
(Thurs Boat)

Monday July 27

First part ... ship ...
middle part ...
last part ...

Tuesday July 28

First part ...
middle part ...
last part ...

Wednesday July 29

First part ...
middle part ...
last part ...

one Carolina of Newport

Friday July 30th

First part commenced with fresh breeze from N.E. ship, and is
1000 ft. high off East passage in Shantou Bay thick fog all
day - could get no bearings observed to Northward.

Middle part ship laying off from near E passage of Shantou Bay

Last part fresh breeze from S.W. ship, off and on near the East pass
of Shantou Bay thick fog, no bearings of the land (fog very thick all day
so much so that we could not see 3 ships length)

2 men sick of duty this land

Saturday 31

First part commenced with the breeze from N.E. ship
by the wind beating back and forth endeavouring to keep her position
in the fog clear up, 5 o'clock closed up a little saw many
ships some to anchor - stood close in to the land and came to
anchor near the Barge - Antelope put off started boat to take capt
boarding on board the Barge Antelope furled the sails and let the
watch for an early start on a cruise

Middle part ship to anchor - thick fog

Last part - Good weather put off 3 boats in Shantou Bay
thick fog saw one whale out side the head 17 sails anchored
in the Bay 1 ship in the Bay 1 ship in the Bay 1 ship in the Bay

to quit on account of heavy ice & strong current - made the ice with 3 boats
in the Bay 1 ship in the Bay 1 ship in the Bay 1 ship in the Bay
heard many whales in the ice & not taken 10 struck to day

Sunday August 1st

First part ship moved her anchorage to a site near the jetty
3 boats camped on the beach put off 2 3 o'clock am - fog very
thick heard many whales - heard two boats strike lost their
lines in the ice fog very thick - cruised all day at night pulled off
for the ships near the Shantou - 8 o'clock 1 ship
heard the ship in the bay for a while but did not
hear any more for the night

there was 1,

Monday _____

[illegible]

Thursday 2

Thick part common with Modiolus. Pearls of a moderate size - the
side took our whale anchor and put off for the ship thick fog - the engine
to anchor near the head, - could not see the anchor - the anchor was
up to the rocks one hour - fog blown away saw our ship put
and gained the ship at 1 o'clock - took whale alongside and went
straight forward cutting and clearing up the deck. Set the cat
for the night. 17th May 1891

Wednesday - 4

That I and Commander Smith this morn'g and the 11th morn'g were sent out
 past the Point, — for the ice in the Bay — the 10th morn'g was up and
 landed. Saw but few whales. A deer was shot all day in sight.
 Went on board the 12th — heard 1 of a whale taken & says 'about 20
 L^{bs}' in the Bay — and boats came back — no more in all part of the Bay
 on ship returned near the 'middle of the Bay' sailed all the way
 past the Point Head, for we were late in the morning.
 The Point,

Sargus Carolina of New Bedford

August - 1857

First part good weather and the air put off 2 Boats prospecting
 East Shore - Bow and Mast Boat off for S. Richards Bluff
 saw no whales all day spoke the Schooner *Edith* & whale on
 board went up the Bay - Master & Boat and State Prison
 10 O'clock at night Bowditch the ship (Vineyard) stayed all night (Vineyard)
 took one whale next morning - the other 2 Boats went on board at 10
 saw no whales, then east,

Friday - 5

First part ship sailing in same position - 2 Boats
 Bow and Mast Boat off for S. Richards Bluff - 10 O'clock
 and put off by wind from the ship (Vineyard) for the head
 of the Bay - saw plenty of small whales but
 not had to strike - no wind all day - half up a few hours
 in the afternoon - and at night put off our 2 Boats to sea
 and cruised all night - heard plenty of whales no wind did not
 succeed in striking this one.

Saturday - 6

First part - ship in same position - Saw many whales in
 the head of the Bay (dead calm) all the first part of the day plenty
 of whales but no wind - at 10 O'clock in the night some
 thick came on strong breeze put off for the ship about 2 O'clock
 set in thick fog had some difficulty in finding the ship got on
 board at 10 O'clock found the other 2 Boats there - ship down
 in the Bay - saw some whales in the air

Sunday

First boat ship sailing in the same place as on Monday
 we cast anchor and left the boat to go on and came on shore
 and the boat was obliged to return to the shore again being
 under a lee of a point or rocks in company with 18 other boats
 saw no whales all day - sunset night saw one foggy - I went out
 at 10 o'clock for the night - thus ended

Monday

First boat ship sailing in the same place as on Monday
 we cast anchor and left the boat to go on and came on shore
 and the boat was obliged to return to the shore again being
 under a lee of a point or rocks in company with 18 other boats
 saw no whales all day - sunset night saw one foggy - I went out
 at 10 o'clock for the night - thus ended

Tuesday

First boat ship sailing in same place as on Monday
 we cast anchor and left the boat to go on and came on shore
 and the boat was obliged to return to the shore again being
 under a lee of a point or rocks in company with 18 other boats
 saw no whales all day - sunset night saw one foggy - I went out
 at 10 o'clock for the night - thus ended

Wednesday Aug. 11th

7:30 AM Calm Ship lying by her anchor saw one whale put
up a spout and spout several times - killed the whale and put
it on the ship - in the mean time the ship got underway and beat one to West
Shore - last sight of our ship pulled on and boarded the Daniel Wood
and returned that our ship was so near to him to get side of the ship
got supper and put off for "Our ship" again - came on dark
saw a ship's Boilers took in sail and pulled for him - got on
board at 10 O'clock and found it to be the ship Northern Light
Capt Chable - we tied up the boats for the night - got
supper and retired - "This Evening"

Thursday 12th

1:30 AM went to West from her got breakfast on board the ship left
and put away for our one ship again got on board about 8 O'clock
saw whales put off all the boats without success, came in foggy
boat all went on board - cleared away after 12 O'clock at 2 O'clock
the fog was over and we were under sail and on our way
at night came in calm - anchored again near the small
island on the side of the bay

"This Evening"

Friday 13th

7:30 AM went to West from her got breakfast on board the ship left
and put away for our one ship again got on board about 8 O'clock
saw whales put off all the boats without success, came in foggy
boat all went on board - cleared away after 12 O'clock at 2 O'clock
the fog was over and we were under sail and on our way
at night came in calm - anchored again near the small
island on the side of the bay

1851

Jan 1 1851

Sunday 14

First part commenced with the sailing and then the ship
 D. A. L. M. 2 read was in the harbor at night the ship went to
 North Shore. (Vore ship) stood out again with the first flag
 and no other
 then the ship was in the harbor

Monday 15

Good account - Early in the morning saw land to the north and a few land
 to the north about Equi distant ship stood in North Shore
 set in thick fog - at 12 O'clock fog lifted up - found the ship close
 to North Shore - (Striped jacket & Pluff) but not one part of the ship
 would head off shore (saw) saw no sail, saw no other,
 Good weather -

Tuesday 16

In the morning clear good weather fresh breeze from the ship some
 distance from the shore, were ship started at 10 O'clock ship close
 in kept up of the land to the north saw the ship and nothing all day
 at night saw no sail nothing in morning at the sail land it to
 a brig

Free Will (4th ed.)

Wednesday - 18

Wieder auf A. zurück.

11

1.1. 1847—172

Saturday - 26 -

First part commences with calm & calm. 10 o'clock. 14 mi. arriving. 15 mi. 16 mi. 17 mi. 18 mi. 19 mi. 20 mi. 21 mi. 22 mi. 23 mi. 24 mi. 25 mi. 26 mi. 27 mi. 28 mi. 29 mi. 30 mi. 31 mi. 32 mi. 33 mi. 34 mi. 35 mi. 36 mi. 37 mi. 38 mi. 39 mi. 40 mi. 41 mi. 42 mi. 43 mi. 44 mi. 45 mi. 46 mi. 47 mi. 48 mi. 49 mi. 50 mi. 51 mi. 52 mi. 53 mi. 54 mi. 55 mi. 56 mi. 57 mi. 58 mi. 59 mi. 60 mi. 61 mi. 62 mi. 63 mi. 64 mi. 65 mi. 66 mi. 67 mi. 68 mi. 69 mi. 70 mi. 71 mi. 72 mi. 73 mi. 74 mi. 75 mi. 76 mi. 77 mi. 78 mi. 79 mi. 80 mi. 81 mi. 82 mi. 83 mi. 84 mi. 85 mi. 86 mi. 87 mi. 88 mi. 89 mi. 90 mi. 91 mi. 92 mi. 93 mi. 94 mi. 95 mi. 96 mi. 97 mi. 98 mi. 99 mi. 100 mi. 101 mi. 102 mi. 103 mi. 104 mi. 105 mi. 106 mi. 107 mi. 108 mi. 109 mi. 110 mi. 111 mi. 112 mi. 113 mi. 114 mi. 115 mi. 116 mi. 117 mi. 118 mi. 119 mi. 120 mi. 121 mi. 122 mi. 123 mi. 124 mi. 125 mi. 126 mi. 127 mi. 128 mi. 129 mi. 130 mi. 131 mi. 132 mi. 133 mi. 134 mi. 135 mi. 136 mi. 137 mi. 138 mi. 139 mi. 140 mi. 141 mi. 142 mi. 143 mi. 144 mi. 145 mi. 146 mi. 147 mi. 148 mi. 149 mi. 150 mi. 151 mi. 152 mi. 153 mi. 154 mi. 155 mi. 156 mi. 157 mi. 158 mi. 159 mi. 160 mi. 161 mi. 162 mi. 163 mi. 164 mi. 165 mi. 166 mi. 167 mi. 168 mi. 169 mi. 170 mi. 171 mi. 172 mi. 173 mi. 174 mi. 175 mi. 176 mi. 177 mi. 178 mi. 179 mi. 180 mi. 181 mi. 182 mi. 183 mi. 184 mi. 185 mi. 186 mi. 187 mi. 188 mi. 189 mi. 190 mi. 191 mi. 192 mi. 193 mi. 194 mi. 195 mi. 196 mi. 197 mi. 198 mi. 199 mi. 200 mi. 201 mi. 202 mi. 203 mi. 204 mi. 205 mi. 206 mi. 207 mi. 208 mi. 209 mi. 210 mi. 211 mi. 212 mi. 213 mi. 214 mi. 215 mi. 216 mi. 217 mi. 218 mi. 219 mi. 220 mi. 221 mi. 222 mi. 223 mi. 224 mi. 225 mi. 226 mi. 227 mi. 228 mi. 229 mi. 230 mi. 231 mi. 232 mi. 233 mi. 234 mi. 235 mi. 236 mi. 237 mi. 238 mi. 239 mi. 240 mi. 241 mi. 242 mi. 243 mi. 244 mi. 245 mi. 246 mi. 247 mi. 248 mi. 249 mi. 250 mi. 251 mi. 252 mi. 253 mi. 254 mi. 255 mi. 256 mi. 257 mi. 258 mi. 259 mi. 260 mi. 261 mi. 262 mi. 263 mi. 264 mi. 265 mi. 266 mi. 267 mi. 268 mi. 269 mi. 270 mi. 271 mi. 272 mi. 273 mi. 274 mi. 275 mi. 276 mi. 277 mi. 278 mi. 279 mi. 280 mi. 281 mi. 282 mi. 283 mi. 284 mi. 285 mi. 286 mi. 287 mi. 288 mi. 289 mi. 290 mi. 291 mi. 292 mi. 293 mi. 294 mi. 295 mi. 296 mi. 297 mi. 298 mi. 299 mi. 300 mi. 301 mi. 302 mi. 303 mi. 304 mi. 305 mi. 306 mi. 307 mi. 308 mi. 309 mi. 310 mi. 311 mi. 312 mi. 313 mi. 314 mi. 315 mi. 316 mi. 317 mi. 318 mi. 319 mi. 320 mi. 321 mi. 322 mi. 323 mi. 324 mi. 325 mi. 326 mi. 327 mi. 328 mi. 329 mi. 330 mi. 331 mi. 332 mi. 333 mi. 334 mi. 335 mi. 336 mi. 337 mi. 338 mi. 339 mi. 340 mi. 341 mi. 342 mi. 343 mi. 344 mi. 345 mi. 346 mi. 347 mi. 348 mi. 349 mi. 350 mi. 351 mi. 352 mi. 353 mi. 354 mi. 355 mi. 356 mi. 357 mi. 358 mi. 359 mi. 360 mi. 361 mi. 362 mi. 363 mi. 364 mi. 365 mi. 366 mi. 367 mi. 368 mi. 369 mi. 370 mi. 371 mi. 372 mi. 373 mi. 374 mi. 375 mi. 376 mi. 377 mi. 378 mi. 379 mi. 380 mi. 381 mi. 382 mi. 383 mi. 384 mi. 385 mi. 386 mi. 387 mi. 388 mi. 389 mi. 390 mi. 391 mi. 392 mi. 393 mi. 394 mi. 395 mi. 396 mi. 397 mi. 398 mi. 399 mi. 400 mi. 401 mi. 402 mi. 403 mi. 404 mi. 405 mi. 406 mi. 407 mi. 408 mi. 409 mi. 410 mi. 411 mi. 412 mi. 413 mi. 414 mi. 415 mi. 416 mi. 417 mi. 418 mi. 419 mi. 420 mi. 421 mi. 422 mi. 423 mi. 424 mi. 425 mi. 426 mi. 427 mi. 428 mi. 429 mi. 430 mi. 431 mi. 432 mi. 433 mi. 434 mi. 435 mi. 436 mi. 437 mi. 438 mi. 439 mi. 440 mi. 441 mi. 442 mi. 443 mi. 444 mi. 445 mi. 446 mi. 447 mi. 448 mi. 449 mi. 450 mi. 451 mi. 452 mi. 453 mi. 454 mi. 455 mi. 456 mi. 457 mi. 458 mi. 459 mi. 460 mi. 461 mi. 462 mi. 463 mi. 464 mi. 465 mi. 466 mi. 467 mi. 468 mi. 469 mi. 470 mi. 471 mi. 472 mi. 473 mi. 474 mi. 475 mi. 476 mi. 477 mi. 478 mi. 479 mi. 480 mi. 481 mi. 482 mi. 483 mi. 484 mi. 485 mi. 486 mi. 487 mi. 488 mi. 489 mi. 490 mi. 491 mi. 492 mi. 493 mi. 494 mi. 495 mi. 496 mi. 497 mi. 498 mi. 499 mi. 500 mi. 501 mi. 502 mi. 503 mi. 504 mi. 505 mi. 506 mi. 507 mi. 508 mi. 509 mi. 510 mi. 511 mi. 512 mi. 513 mi. 514 mi. 515 mi. 516 mi. 517 mi. 518 mi. 519 mi. 520 mi. 521 mi. 522 mi. 523 mi. 524 mi. 525 mi. 526 mi. 527 mi. 528 mi. 529 mi. 530 mi. 531 mi. 532 mi. 533 mi. 534 mi. 535 mi. 536 mi. 537 mi. 538 mi. 539 mi. 540 mi. 541 mi. 542 mi. 543 mi. 544 mi. 545 mi. 546 mi. 547 mi. 548 mi. 549 mi. 550 mi. 551 mi. 552 mi. 553 mi. 554 mi. 555 mi. 556 mi. 557 mi. 558 mi. 559 mi. 560 mi. 561 mi. 562 mi. 563 mi. 564 mi. 565 mi. 566 mi. 567 mi. 568 mi. 569 mi. 570 mi. 571 mi. 572 mi. 573 mi. 574 mi. 575 mi. 576 mi. 577 mi. 578 mi. 579 mi. 580 mi. 581 mi. 582 mi. 583 mi. 584 mi. 585 mi. 586 mi. 587 mi. 588 mi. 589 mi. 590 mi. 591 mi. 592 mi. 593 mi. 594 mi. 595 mi. 596 mi. 597 mi. 598 mi. 599 mi. 600 mi. 601 mi. 602 mi. 603 mi. 604 mi. 605 mi. 606 mi. 607 mi. 608 mi. 609 mi. 610 mi. 611 mi. 612 mi. 613 mi. 614 mi. 615 mi. 616 mi. 617 mi. 618 mi. 619 mi. 620 mi. 621 mi. 622 mi. 623 mi. 624 mi. 625 mi. 626 mi. 627 mi. 628 mi. 629 mi. 630 mi. 631 mi. 632 mi. 633 mi. 634 mi. 635 mi. 636 mi. 637 mi. 638 mi. 639 mi. 640 mi. 641 mi. 642 mi. 643 mi. 644 mi. 645 mi. 646 mi. 647 mi. 648 mi. 649 mi. 650 mi. 651 mi. 652 mi. 653 mi. 654 mi. 655 mi. 656 mi. 657 mi. 658 mi. 659 mi. 660 mi. 661 mi. 662 mi. 663 mi. 664 mi. 665 mi. 666 mi. 667 mi. 668 mi. 669 mi. 670 mi. 671 mi. 672 mi. 673 mi. 674 mi. 675 mi. 676 mi. 677 mi. 678 mi. 679 mi. 680 mi. 681 mi. 682 mi. 683 mi. 684 mi. 685 mi. 686 mi. 687 mi. 688 mi. 689 mi. 690 mi. 691 mi. 692 mi. 693 mi. 694 mi. 695 mi. 696 mi. 697 mi. 698 mi. 699 mi. 700 mi. 701 mi. 702 mi. 703 mi. 704 mi. 705 mi. 706 mi. 707 mi. 708 mi. 709 mi. 710 mi. 711 mi. 712 mi. 713 mi. 714 mi. 715 mi. 716 mi. 717 mi. 718 mi. 719 mi. 720 mi. 721 mi. 722 mi. 723 mi. 724 mi. 725 mi. 726 mi. 727 mi. 728 mi. 729 mi. 730 mi. 731 mi. 732 mi. 733 mi. 734 mi. 735 mi. 736 mi. 737 mi. 738 mi. 739 mi. 740 mi. 741 mi. 742 mi. 743 mi. 744 mi. 745 mi. 746 mi. 747 mi. 748 mi. 749 mi. 750 mi. 751 mi. 752 mi. 753 mi. 754 mi. 755 mi. 756 mi. 757 mi. 758 mi. 759 mi. 760 mi. 761 mi. 762 mi. 763 mi. 764 mi. 765 mi. 766 mi. 767 mi. 768 mi. 769 mi. 770 mi. 771 mi. 772 mi. 773 mi. 774 mi. 775 mi. 776 mi. 777 mi. 778 mi. 779 mi. 780 mi. 781 mi. 782 mi. 783 mi. 784 mi. 785 mi. 786 mi. 787 mi. 788 mi. 789 mi. 790 mi. 791 mi. 792 mi. 793 mi. 794 mi. 795 mi. 796 mi. 797 mi. 798 mi. 799 mi. 800 mi. 801 mi. 802 mi. 803 mi. 804 mi. 805 mi. 806 mi. 807 mi. 808 mi. 809 mi. 810 mi. 811 mi. 812 mi. 813 mi. 814 mi. 815 mi. 816 mi. 817 mi. 818 mi. 819 mi. 820 mi. 821 mi. 822 mi. 823 mi. 824 mi. 825 mi. 826 mi. 827 mi. 828 mi. 829 mi. 830 mi. 831 mi. 832 mi. 833 mi. 834 mi. 835 mi. 836 mi. 837 mi. 838 mi. 839 mi. 840 mi. 841 mi. 842 mi. 843 mi. 844 mi. 845 mi. 846 mi. 847 mi. 848 mi. 849 mi. 850 mi. 851 mi. 852 mi. 853 mi. 854 mi. 855 mi. 856 mi. 857 mi. 858 mi. 859 mi. 860 mi. 861 mi. 862 mi. 863 mi. 864 mi. 865 mi. 866 mi. 867 mi. 868 mi. 869 mi. 870 mi. 871 mi. 872 mi. 873 mi. 874 mi. 875 mi. 876 mi. 877 mi. 878 mi. 879 mi. 880 mi. 881 mi. 882 mi. 883 mi. 884 mi. 885 mi. 886 mi. 887 mi. 888 mi. 889 mi. 890 mi. 891 mi. 892 mi. 893 mi. 894 mi. 895 mi. 896 mi. 897 mi. 898 mi. 899 mi. 900 mi. 901 mi. 902 mi. 903 mi. 904 mi. 905 mi. 906 mi. 907 mi. 908 mi. 909 mi. 910 mi. 911 mi. 912 mi. 913 mi. 914 mi. 915 mi. 916 mi. 917 mi. 918 mi. 919 mi. 920 mi. 921 mi. 922 mi. 923 mi. 924 mi. 925 mi. 926 mi. 927 mi. 928 mi. 929 mi. 930 mi. 931 mi. 932 mi. 933 mi. 934 mi. 935 mi. 936 mi. 937 mi. 938 mi. 939 mi. 940 mi. 941 mi. 942 mi. 943 mi. 944 mi. 945 mi. 946 mi. 947 mi. 948 mi. 949 mi. 950 mi. 951 mi. 952 mi. 953 mi. 954 mi. 955 mi. 956 mi. 957 mi. 958 mi. 959 mi. 960 mi. 961 mi. 962 mi. 963 mi. 964 mi. 965 mi. 966 mi. 967 mi. 968 mi. 969 mi. 970 mi. 971 mi. 972 mi. 973 mi. 974 mi. 975 mi. 976 mi. 977 mi. 978 mi. 979 mi. 980 mi. 981 mi. 982 mi. 983 mi. 984 mi. 985 mi. 986 mi. 987 mi. 988 mi. 989 mi. 990 mi. 991 mi. 992 mi. 993 mi. 994 mi. 995 mi. 996 mi. 997 mi. 998 mi. 999 mi. 1000 mi.

Sunday - 27 -

First part commences with light wind from Eastward. Ship started on the Roaring passage. 6 o'clock. Ship paddled. At dusk a good breeze sprang up from Eastward. I saw side of a hauled Bay saw 2 Sails one to anchor. Middle part Brought the ship to anchor near Stutter's Island. Last part Moderate breeze from Eastward. At the ship we saw and heard off for S.W. Bay saw plenty of Whales going in & out of the bay. Saw 5 ships one Priley one near S.W. Bay. 12 o'clock ship near Elbow Island.

Sunday - 27 -

First part commences with strong breeze from E. At the ship we saw and heard off for S.W. Bay saw plenty of Whales going in & out of the bay. Saw 5 ships one Priley one near S.W. Bay. 12 o'clock ship near Elbow Island. Middle part ship carrying by on Elbow Island. Last part put off 3 boats to cruise go't the ship. up the Bay & some 8 miles above the Rock off Elbow Island. Cruised up to the head of the Bay plenty of Whales. Mast Boat started by the ship struck a large Whale. Boat in the Bay.

Carolina of New Bedford

Monday - April 23

Left port 3 boats of up the Bay cruising ship cutting in
the water. Thence thence by Cape, & Rain saw plenty of whaling
boats saw plenty of straits up the Bay but very wild and many
boats sailing. There a 2 or 3 for the boat & 1 for the men and
one boat. Last one line of the three boats. Last hand
in action one boat crew and the ship up.

Tuesday 24

Left port thence had weather ship sailing up the Bay
not in water. Wind stood in about 10 miles. Cloud
thence to thence up the Bay saw ship, whale, etc. in water
and the ship. The boat crew in sailed today up to the shore
but off for the boat. Thence boat crew and one whale.
Last missed factory - at night pulled for a ship. Can see
down boat on board the three boats. Last that making with
ship - had 10 or 11 whales - 100 all each.

Wednesday

Left port ship sailing inside shore bluff & below
the shore. Thence shook off from North Massachusetts - saw plenty of
whales and a boat. Thence sailing up the Bay. Thence sailing
up the Bay. Thence sailing up the Bay. Thence sailing up the Bay.
Thence sailing up the Bay. Thence sailing up the Bay. Thence sailing up the Bay.
Thence sailing up the Bay. Thence sailing up the Bay. Thence sailing up the Bay.
Thence sailing up the Bay. Thence sailing up the Bay. Thence sailing up the Bay.
Thence sailing up the Bay. Thence sailing up the Bay. Thence sailing up the Bay.

1952

1871

First bar 20 m. - 2 miles in ...
then ...
put off ...
on board - ...
to replace a good ...
Crack in the ...
the ... hole - ...
at 10 ...

Caroline of New Bedford

Sunday - August 27

First part of the day good weather & Delock came to our anchor and
and we went and worked farther up the Bay put off the boat all
directions to catch for Whales after noon came on fresh gales
and we went back to our boat in Bay the boat between the ship and boat
and out until 11 o'clock then fetched the ship in with the Capt
Stopped all night Rained and blowed all night & through
on Board all night - Saw but few seals & Whales

Monday - 30

First part of this day fresh Breeze from East and E - S - W
and came on Board Took the anchor to West with the boat
turned and we went back was obliged to come to anchor again
at night came to anchor again got the ship underway stood out by
the wind out of the Bay - about 4 o'clock got under way
came to anchor again - Laid there all night Saw a few Whales
on East side of the Bay

Tuesday - 31

First part commenced with strong breeze from Westward ship lying
about the middle of the Bay - Saw plenty of Whales
out of a Boat struck with a small boat and took to the
up one Whale afternoon cut him in cleared up the deck out
the water - Saw plenty of Whales - coming and going out of the bay
the Bay full of ships - Raining all night

1841

11 Tuesday - Sept 11

First part commences with student having an introduction to the
in following order: this is a part of the day before the first half and it
lead into the first part of the day. The student has a very good
crisis. All day with a close. The student has a very good
first part with a close. The student has a very good
first part with a close. The student has a very good
all the part, on board with the student in a very good

unday - 2

First part: Commence: The sun is 11.15. The sun is on the
in the morning, thick and heavy fog, the sun is on the
2. Boats to cruise - a small boat is on the water. Some
whales but no birds on water. There is a boat with 25 or 30 people in
the Bay - about 1/2 of the water, sailing of the shore, some boats
of the "Hudson" station. At the ship, the station is 181 ft
at night all the water is covered with the water on the night

Friday - 3

First but some ...
anchors in the middle of the Bay ...
Rain and Wind 10 ...
On all the boats on board - ...
Shocks. to set up ...
Crossing back and forth ...

Monday - 7

First part ship lying by the Starboard water, in the Shallow Bay saw 14 ships to water & shifting around in the Bay during the morning. Calm. Saw a few Whales put off 2 Boats chased all day. No success. Capt Harding put off Starboard Boat and went on board ship. Reined. (Boat coming in from the water) A light boat put off Starboard Boat at night. It was a light boat.

Tuesday - 8

First part ship to anchor in Kane's Place. Calm. In the morning at 10 o'clock saw a lot of all the Boats near the shore. Two small Whales all going to the shore followed them up - found them all in a small Bay or bite in the land. Boats arrived felt calm and that struck the ship. Not a success. Whales continue in shore all day. Boats cruised all day with out success - all come on board at 8 o'clock got under way at the instant. Saw many Whales, 4 day.

Wednesday - 9

First part Commenced with Calm. Ship lying to anchor about the middle of Chauteau Bay. At 7 o'clock put off 2 Boats in shore to cruise for Whales. Saw but few Whales all day. Chance to strike. Main Boat & Starboard Boat & 2 small boats all day - 10 o'clock the ship was got underway and sailed over near the west shore and returned again at 6 o'clock. PM Called the Boats on board. (Sold one cask of Sea coal to Capt (Mr) J. S. H. Hoped and delivered it this day.)

Monday 10th

First part of this day ship lay in outside of Sturges Island
at 10 o'clock AM took up anchor - made sail and left a fresh breeze
stirred in Chautauque Bay - saw several whales all seemed to be
on the move but off 2 boats without success saw not many
cutting and the service was taken a whale to the ship
at 1 o'clock (Dr. Brown brought the ship to anchor off St. Richards
Bluff good weather the end of the day

Tuesday 11th

First part of this day ship lay in outside of Sturges Island
at 10 o'clock AM took up anchor - made sail and left a fresh breeze
stirred in Chautauque Bay - saw several whales all seemed to be
on the move but off 2 boats without success saw not many
cutting and the service was taken a whale to the ship
at 1 o'clock (Dr. Brown brought the ship to anchor off St. Richards
Bluff good weather the end of the day

Wednesday 12th

First part of this day ship lay in outside of Sturges Island
at 10 o'clock AM took up anchor - made sail and left a fresh breeze
stirred in Chautauque Bay - saw several whales all seemed to be
on the move but off 2 boats without success saw not many
cutting and the service was taken a whale to the ship
at 1 o'clock (Dr. Brown brought the ship to anchor off St. Richards
Bluff good weather the end of the day

Bergen Carolina of New Bedford

Thursday Sept 16

First part of day, ship lying by St. Richards Bluff. put off 2 boats to cruise in middle of the Bay and 2 in shore. saw a few Whales - chased a Whale spouting blood last night. saw some time but did not find the 1200000 Whales again. Saw the Habbler's Boats take a large Whale - saw one of them at night. The Boats all come on board at 10 o'clock, the day

Friday Sept 17

First part of this day the being from N. N. E. Ship lying to make of St. Richards Bluff out off Starboard & Starboard Boat to cruise. - soon after got the ship underway then put off Starboard and Starboard Boat saw plenty of Whales - Starboard Boat got dinner afternoon saw Whales near the ship 3 o'clock put off Starboard Boat struck and took to the ship one 600000 Whales cut in the whale by set the watches in, Celestial - The Boats crew striking the head and clearing up the decks. The crew 2,

Saturday 18

First part ship lying about the middle of the Bay saw many Whales and still but no wind. did calm until 9 o'clock - the ship started. Starboard Boat struck all the Whales left the Bay afternoon Whales come around the ship again all the Boats near the ship - went on two Whales with Starboard Boat. then missed both boats. Capt. Hunter put the Habbler out of the Boats and placed him at the masthead in Starboard Boat - took the middle of our own 1000000 Whales 3 Boats or could be trusted to strike

2 Whales missed the day

Thomas M. Harding

Sunday 12

The boat was sent out to the ship in the
 morning, but off Starboard L. W. Boat and then
 with Starboard Boat and took to the ship one of the boats
 and commenced outside - finished about 10 o'clock
 but in the boat at low tide and could not get
 without some of the boat and the boat
 Boat was by the boat and the boat of the boat
 found the boat and the boat of the boat
 no success then went on board the boat, the boat

Monday - 20

First part of the trip. The ship was in the
vicinity of San Pedro and we went to a point off the coast of
Manzanillo. Boats' crews near our ship. One of the larger boats
boat struck and drove all the whales off. The other
boats come on board at one o'clock. Without any delay -
afternoon no whale in sight. Except a few scattered
quick - started the work. Cooled down at night. This and the day

Monday - 1.

First Boat Early in the morning moderate breeze from the
north west - chasing or driving the boats - then the
gale from our ship 10 o'clock gale increased to more than
Boats could Bare all went to their ship. Saw 4 or 5 ships
yet under way some of them went out through the rain
the people captured in sailing boats down at night sent to
new watches for boats on board all day - the wind blew strong & dark
Ship carrying about the middle of the night 15 ft - rain
on the 1st day & dragged many at night

Wednesday - 22 -

First part of last night, wind rose North with dark clouds threatening a very early morning. On board the ship Levi Starbuck, 1/2 past 4 O'clock came on board and at 10¹⁵ under way for Longs Harbour. At 11 O'clock at 11¹⁵ started in side the Harbour near the other ships, cleared up the sail, and brought out 45-ft chain in 13 fth water - Raging and

Thursday - 23 -

First part of last night from N.W. ship laying to anchor in Longs Harbour in company with Birk Oscar of Mattapovett and Birk Khabilla. At 11 O'clock started to anchor in the East passage of Longs Bay. The people employed in Boiling out all winter jobs finished at 11 O'clock. Wind lulled - at night nearly calm. Ship laid out 45-ft chain out to Lardod anchor. In the P. M. Birk Oscar and Birk Khabilla leave to cross outside the End.

Friday - 24 -

First part of last night from S.E. ship laying to anchor in Longs Harbour. Little chance of finishing Boiling and got one Raft of water - a part of the men staying at night in the Watering. Birk Khabilla and Birk Oscar laying in the Harbour at night. The boat out at 5 past 4¹⁵ O'clock. One Raft of water on board and one on shore.

Wednesday Sept 2

First part of morning spent in the room where the
Commissioner's Affairs were being conducted. I was
present at the meeting of the Board of Commissioners
and of the Board of Directors of the Board of
Superior Courts. The Board of Commissioners
met at 10 o'clock and the Board of Directors
at 11 o'clock. The Board of Commissioners
was held in the room where the
Commissioner's Affairs were being conducted.

Thursday Sept 3

Spent the day in the office of the
Commissioner of the Board of Superior Courts.
I was present at the meeting of the Board of
Superior Courts at 10 o'clock. The Board of
Superior Courts was held in the room where the
Commissioner's Affairs were being conducted.
I was present at the meeting of the Board of
Superior Courts at 10 o'clock. The Board of
Superior Courts was held in the room where the
Commissioner's Affairs were being conducted.

Friday Sept 4

Spent the day in the office of the
Commissioner of the Board of Superior Courts.
I was present at the meeting of the Board of
Superior Courts at 10 o'clock. The Board of
Superior Courts was held in the room where the
Commissioner's Affairs were being conducted.
I was present at the meeting of the Board of
Superior Courts at 10 o'clock. The Board of
Superior Courts was held in the room where the
Commissioner's Affairs were being conducted.

Laque Carolina, of the Redfield

Tuesday 28

First part fair, then rain. The ship was in the harbor. At 10 o'clock Capt Harding went on shore to cut a cable. The boat, which came on board through the water, and the stock took it in and hoisted the boat up. The cable was cut at night 45 ft. The crew was all well. One man sick with a broken leg off duty.

Wednesday 29

First part good weather. Ship still lying in Washington Harbor. At 5 o'clock we put off 2 boats working. One boat was brooding off wood. The remains of the men cutting and carrying down to the beach. At 12 o'clock Capt Harding went on shore with his boat and 24 men. The boat from the old Redfield at night. All came on board. (In the mean time the cookhouse dried of our ankle stock and stored it on deck & keelson.)

Thursday 30

First part ship lying in Washington Harbor. Morning Breeze. Wind to the westward. 2 boats working. 2 boats and boat crew bringing a spar for the boat to the beach at night. The boat from the old Redfield to help towing in the ship. The ship was under way and the crew was all well. At 10 o'clock we boarded the Charles C. Phelps & at 11 o'clock we put off the boat. The Capt. (Good weather) Rove new main topkails chains on starboard side and main topgallant sail chains on port side.

and feeling the Remise, gave the Cooper dressing of a new span for topmast
part of the gathering scrubdown - discovered Bone cut & masted, supposed the man
forward & to be the offender, showed the cut Bone to the Captain readily,
and tried to find out that but no confession or intelligence of who had
done the act - the Capt gave orders, & put all on deck until it's strong
mood came out - afternoon - with thinking that on Monday the
V. (Capt. Wood, at night, came on of 7 AM, lay to under
in the night to the harbor -

First part Moderate Breeze from Westward Ship sailing in the position
after 10.15. Lat 41° 10' N. Long 124° 10' W. and closed with the land at 11.15.
10.15. Lat 41° 10' N. Long 124° 10' W. and closed with the land at 11.15.
With 4 other vessels. At 11.15. Lat 41° 10' N. Long 124° 10' W. and closed with the land at 11.15.

Sunday B^a

First part ship cruising off Washington head Navy Bay with 14
 crew from ship in company with ship O. L. B. 1. Looked at Ben
 Wood saw the Burges - Parleto - T. F. a Stoker - saw in a boat
 Capt Harding, put off Starboard Boat to go on Board & Empire
 7 O'clocks came on. Board - ship steering N by E
 Middle part very little breeze from SW ship steering N. E. & S
 by E in company with 3 sails
 Last part very light wind, from S - ship steers N. E. & S
 turned off in com with Ben & all 14 crew 10 P. M. all
 steers to North good weather saw no whalys

Barren Carolina of New Bedford

Monday Oct 4th

First part: Moderate breeze in. Light ship steering to Northward out clear. At 4th 4 o'clock some cloudy at night began to rain. Wind increased a little. Looked from Rainier land.

Middle part: Wind increased to a strong gale from N.E. with Rain. Shoten Sail to double Huffs. At 4th 4 o'clock. Last part: Wind hailed to ship heading to N.W. near the "Clash" (Octave) 2 o'clock. No shot to E.N.E. head off rain. Heavy squalls. The Remains of the day - Ship John caught steering the same course. Close to an Indian land.

Tuesday 5th

First part: Commenced with strong air from N.W. at 11th 11 o'clock. The wind to N.E. by E. & N. W. heavy squalls and frequent. 2 o'clock made sail. Whole topsail. A course. All hands laid. Working. Sail & 2 men are all left on deck for launch must for cutting. Late. There are more sail. Broke "Coy" land in. 4th 4 o'clock. At 11th 11 o'clock.

Middle part: Strong breeze. At 11th 11 o'clock. Ship steering N.W. Shoten sail. 4th 4 o'clock. Heavy heat. Last part: Strong gale from N.W. Ship steering E.S.E. Made all sail down the masts & chains. Ship incoming with the John Co. of the N.W. 11th 11 o'clock. This evening.

Wednesday 6th

First part: Commenced with strong wind from N.W. at 11th 11 o'clock. Ship steering E.S.E. All day in light. Cleared off the Thompson's. L. Commenced at the port & at the bar of the men. 11th 11 o'clock.

Middle part: Fresh gale from N.W. During E.S.E. good weather. Last part: Ship steering N.W. 11th 11 o'clock. Clear. Weather clear. The people in. Broom. Drapery and Maria. 11th 11 o'clock.

180

Thomas C. Gardiner Master

25

The Sloop

First part ship under short sail heading to ESE
Saw one large animal. I moved to see a light. I saw
nothing. I saw a few people on the shore. I saw a man
and a woman. I saw a child. I saw a dog. I saw a cat.
I saw a horse. I saw a cow. I saw a pig. I saw a sheep.
I saw a goat. I saw a deer. I saw a rabbit. I saw a squirrel.
I saw a chipmunk. I saw a chipmunk. I saw a chipmunk.

Lat 42.51
Long 145.28

Middle part ship under short sail heading to ESE

Last part ship under short sail heading to ESE
Saw one large animal. I moved to see a light. I saw
nothing. I saw a few people on the shore. I saw a man
and a woman. I saw a child. I saw a dog. I saw a cat.
I saw a horse. I saw a cow. I saw a pig. I saw a sheep.
I saw a goat. I saw a deer. I saw a rabbit. I saw a squirrel.
I saw a chipmunk. I saw a chipmunk. I saw a chipmunk.

Friday

First part ship under short sail heading to ESE
Saw one large animal. I moved to see a light. I saw
nothing. I saw a few people on the shore. I saw a man
and a woman. I saw a child. I saw a dog. I saw a cat.
I saw a horse. I saw a cow. I saw a pig. I saw a sheep.
I saw a goat. I saw a deer. I saw a rabbit. I saw a squirrel.
I saw a chipmunk. I saw a chipmunk. I saw a chipmunk.

Lat 42.51
Long 145.28

Middle part ship under short sail heading to ESE
Last part ship under short sail heading to ESE
Saw one large animal. I moved to see a light. I saw
nothing. I saw a few people on the shore. I saw a man
and a woman. I saw a child. I saw a dog. I saw a cat.
I saw a horse. I saw a cow. I saw a pig. I saw a sheep.
I saw a goat. I saw a deer. I saw a rabbit. I saw a squirrel.
I saw a chipmunk. I saw a chipmunk. I saw a chipmunk.

Subsided to B on or near the night tide

Saturday

First part ship under short sail heading to ESE
Saw one large animal. I moved to see a light. I saw
nothing. I saw a few people on the shore. I saw a man
and a woman. I saw a child. I saw a dog. I saw a cat.
I saw a horse. I saw a cow. I saw a pig. I saw a sheep.
I saw a goat. I saw a deer. I saw a rabbit. I saw a squirrel.
I saw a chipmunk. I saw a chipmunk. I saw a chipmunk.

Lat 42.51
Long 145.28

Middle part ship under short sail heading to ESE
Last part ship under short sail heading to ESE
Saw one large animal. I moved to see a light. I saw
nothing. I saw a few people on the shore. I saw a man
and a woman. I saw a child. I saw a dog. I saw a cat.
I saw a horse. I saw a cow. I saw a pig. I saw a sheep.
I saw a goat. I saw a deer. I saw a rabbit. I saw a squirrel.
I saw a chipmunk. I saw a chipmunk. I saw a chipmunk.

Barque Carolina of New Bedford.

Sunday Oct 10

First part commences with good weather ship heading to N
for Wright Whales saw nothing took in sail at night
aft and confused eating the whale bones spores of 12 for
no observation to day

Middle part laying By with short sail

Last part made sail head the ship to Southward and Eastward
The crew employed in Refining Packed one man
sick off duty the boat ship all day - Wind was baffling
all day most of the day Southward

There were

Monday 11

First part commences with the air from S.E. ship
of the wind to S.W. & N at 4 o'clock until night nearly
calm saw one sail steering to Southward and Eastward - Shortened sail
dark - cloudy all around threatens Bad weather

Lat 52° 30'

Long 154 29'

Middle part ship heading to Southward and Westward

Last part thick weather wind to S.W. ship steering by
the wind to Westward under short sail mist of rain saw
nothing all day mast heads not made a part of the time

Tuesday 12

First part commences with moderate breeze S.W. ship
by the wind to the haze and thick all day ship heading for Whales
saw nothing - no sign of Whales
- no observation -

Middle part much the same ship heading N by

Last part moderate breeze from Southward foggy and
thick ship under short sail heading to E by N
saw nothing all day the crew employed in Refining
Packed one man

Wednesday Dec 12

At 10 AM the Modoc River from the head of the river to the mouth of the river was covered with ice. The ship was unable to proceed and was forced to anchor. The water was very shallow and the ship was unable to move. The ship was forced to anchor and the crew was unable to move. The ship was forced to anchor and the crew was unable to move.

Middle of the river was covered with ice. The ship was unable to proceed and was forced to anchor. The water was very shallow and the ship was unable to move. The ship was forced to anchor and the crew was unable to move. The ship was forced to anchor and the crew was unable to move.

Thursday

At 10 AM the Modoc River from the head of the river to the mouth of the river was covered with ice. The ship was unable to proceed and was forced to anchor. The water was very shallow and the ship was unable to move. The ship was forced to anchor and the crew was unable to move. The ship was forced to anchor and the crew was unable to move.

Middle of the river was covered with ice. The ship was unable to proceed and was forced to anchor. The water was very shallow and the ship was unable to move. The ship was forced to anchor and the crew was unable to move. The ship was forced to anchor and the crew was unable to move.

At 10 AM the Modoc River from the head of the river to the mouth of the river was covered with ice. The ship was unable to proceed and was forced to anchor. The water was very shallow and the ship was unable to move. The ship was forced to anchor and the crew was unable to move. The ship was forced to anchor and the crew was unable to move.

Friday

At 10 AM the Modoc River from the head of the river to the mouth of the river was covered with ice. The ship was unable to proceed and was forced to anchor. The water was very shallow and the ship was unable to move. The ship was forced to anchor and the crew was unable to move. The ship was forced to anchor and the crew was unable to move.

Middle of the river was covered with ice. The ship was unable to proceed and was forced to anchor. The water was very shallow and the ship was unable to move. The ship was forced to anchor and the crew was unable to move. The ship was forced to anchor and the crew was unable to move.

erops Carolina of New Bedford

Saturday Oct 16th

at 57 42. N.

153. 19 4

middle part ship carrying by a whale.

Last part. Ship lashing by cutting quite Pung-gu
wind. - S. S. S. W. C. O. Man. Ship 7/ duty 4 mark
Ship 1/ duty 1/ duty 1/

Sunday 17

First part commences with late Winds from Southward
all hands Employed in cutting in Stakes Ship heaving
to. D.C. finished cutting beams forward to S.C. - cleared
away and started the work

no observation to day

Middle part lte. Blasting Winds from South and Ship Boiling

1st part Lite Winds NW Ship Staring to S
all sail all hands Employed in Boating and
other jobs, Regulate food. this strikes Peter
to the Hold. Badley Sail a B men sick.

Monday - 18 -

This part commences with sets air from W & N
 1/2 N. During A.C. the watch employed in Baidia
 at 4 O'clock saw the land both sides the pinnacles
 distant 100 or 150 miles and air away to 1000 ft
 Lat 50 44 N

Lat 57 44 1

Long 154, 05 Cl & 188

middle part like Boughs from ~~the~~ ^{8 1/2} ~~the~~ ship by the
side of the 11 in 2-

East part fresh gulls from NE - at daylight wind hauled
to NE Ship by the wind to SE by V Saw the Islands,
both sides of the so passage - Ship headed for the N
end of the Mac-Southy Island the small Island in the passage
was light and the sea was smooth.

March 1844

— 17 —

First part: commence with the boat. Saw 2 or 3 ships by the
wind to N. E. the ~~water~~ ^{all hands} were placed in stations and 20-30 ft. got
through the line. I asked off ship, saw no sail. One large Island
bars E by compass. Small Island bars 100 distant. Disposed 20 miles.

Middle part like. Winds from S. S. W. strong. Rain did to

Last part of salmon skin part of the bag in the parcel
near the island on South side of the passage. See sketch
2 Men sick off duty. 3

First part commences with - Moderate Breeze from the E
Ship by the wind to E and with leading line from the
at 2 o'clock come in close to the ship and in the
rafting from it - to the ship at last the ship
to clear the point of land to South side

Middle part Moderate Breeze, more or less light, at times

Last part late winds from West Ship Steered to the
Land" (left a storm about 2 miles) the 1st of the afternoon in
Boatmen and on Studing Sail Fur and Binding and Landing out
topmasts and To, Galant Studing said, 1/2 2 more sail. 1
This case -)

Friday Oct 22^d

First part commenced with moderate gails from W
 all sail out the "Watch" employed
 in Studing sail (lost sight of the land)

Lat 49 03 N

Long 158 27 E

Middle part after passing N. 100° ship course Ely

Last part squally and calm at intervals. Ship steering Ely
 hauled up and sent out lower Studing sail 11 o'clock and sent in
 first heavy gun W. W. - saw and sail supposed to be the
 S. Hillman (exchanged signal). This also

Saturday Oct 23^d

First part commenced with fresh breeze from
 S. W. sent the foretopmast yard aloft. Row New Bury
 4 o'clock - set the fore topmast sail one ship close to - steering
 same course - Ely S. W. 2 men sick off duty

Lat 48 27 N

Long 158 47 E

Middle part fresh gails from SW ship steering Ely S. W.
 Last part wind hauled to S. & S. E. ship steering Ely S
 and East - saw one sail supposed to be the same one that
 we saw yesterday - steering a little more to North than we are) took in all
 the Studing sail and hauled up lamp

Sunday Oct 24^d

First part commenced with good weather and good breeze
 from S. E. ship by the wind to E. W. at night lost
 sight of the sail above spoke of - the watch employed in
 Studing sail of the S. Hillman and other boats required to

Lat 48 05 N

Long 162 21 E

Middle part fresh sail from S. W. ship steering Ely

Last part fresh sail from S. W. ship steering Ely
 all sail set - 2 men sick off duty

Lat 48 05 N

2. March 1st - C-1 - 10.

Middle & P. ...

{ ... + 9° 0' ... }
... 17° ... Error ...

and last letter says "H. D. is staying in the flat
except in winter when he is absent and for a few
days a year. He is of 5' 10" and with 150 lb. of weight
the end."

Friday - 21

West part commenced with the winds from West ship striking
across the water. The place in getting and landed up fore top
of the mast - at night got the most part way up
the mast - and left it for the night.

Lat 47° 12' N
Long 174° 46' E

Middle part fresh barrels from NW ship Sturges E I C for top sail
hoisted on account of top galant mast being part way up all sail
up. The fresh sails from NW ship Sturges
& the watch employed in getting for top galant mast &
hoisting, aloft. Wind increases and hauls to N 2 miles
at 10 o'clock.

Saturday 30

First part commenced with strong wind from N.N.W. -
 ship ~~drove~~ ^{strove} to E.S.E. The water employed in feeding &
 letting gave the gallant Buck stop, & rising aloft - 4 O'clock carried away
 up at 4 O'clock. Boat. went up, a new one

Jan 1. 1841
 Dec 1792

Letter from David Laidlaw to H. & E. 27th July 1841 -

[illegible]

Remains (Friday) 1881

1881

Sunday - 1881

First part commenced with a light breeze from the N. by E. at 10 AM. The wind increased to a moderate force at 1 PM. The sea was very rough and the ship was pitching and rolling. At 4 PM the wind died away and the sea became calm. The middle part of the day was very hot and the sun was very bright. The temperature was 85° at 1 PM and 80° at 4 PM. The wind was from the S. by E. at 1 PM and from the N. by E. at 4 PM.

Last part of the day was very hot and the sun was very bright. The temperature was 85° at 1 PM and 80° at 4 PM. The wind was from the S. by E. at 1 PM and from the N. by E. at 4 PM. The ship was very hot and the crew were very tired. The wind was from the S. by E. at 1 PM and from the N. by E. at 4 PM. The ship was very hot and the crew were very tired.

Monday - 1881

First part commenced with a light breeze from the N. by E. at 10 AM. The wind increased to a moderate force at 1 PM. The sea was very rough and the ship was pitching and rolling. At 4 PM the wind died away and the sea became calm. The middle part of the day was very hot and the sun was very bright. The temperature was 85° at 1 PM and 80° at 4 PM. The wind was from the S. by E. at 1 PM and from the N. by E. at 4 PM.

Last part of the day was very hot and the sun was very bright. The temperature was 85° at 1 PM and 80° at 4 PM. The wind was from the S. by E. at 1 PM and from the N. by E. at 4 PM. The ship was very hot and the crew were very tired. The wind was from the S. by E. at 1 PM and from the N. by E. at 4 PM. The ship was very hot and the crew were very tired.

Monday - 1881

First part commenced with a light breeze from the N. by E. at 10 AM. The wind increased to a moderate force at 1 PM. The sea was very rough and the ship was pitching and rolling. At 4 PM the wind died away and the sea became calm. The middle part of the day was very hot and the sun was very bright. The temperature was 85° at 1 PM and 80° at 4 PM. The wind was from the S. by E. at 1 PM and from the N. by E. at 4 PM.

Last part of the day was very hot and the sun was very bright. The temperature was 85° at 1 PM and 80° at 4 PM. The wind was from the S. by E. at 1 PM and from the N. by E. at 4 PM. The ship was very hot and the crew were very tired. The wind was from the S. by E. at 1 PM and from the N. by E. at 4 PM. The ship was very hot and the crew were very tired.

of the day

2. Current of 1 m 1 m

Tuesday 1st

First part of this day commenced with the blowing wind
from the S.W. at 12 o'clock Breeze sprang up from S.E. put the ship
under the S.E. wind all hands employed in securing the main and
mizzenmast. The mainmast finished securing the main at 3 o'clock

Lat 41° 15' N

Long 173° 45' W

Second part of this day strong Breeze ship under short sail steering by the wind to N.E.

Last part strong winds from S.E. with mist of rain at intervals ship
steering by the wind to N.E. by 4 & N.E. the watch employed in
securing the mainmast. The mainmast

Wednesday 2nd

First part of this day commenced with the blowing wind from the S.W. at 12 o'clock
double Breeze steering by the wind to N.E. by 4 & N.E. the watch employed in
securing the mainmast. The mainmast

Lat 41° 15' N

Middle part of this day strong Breeze ship steering S.E. by 4

Last part strong Breeze sprang up from N.W. ship steering
S.E. by 4 wind increased to strong gale ship dead before the mainmast
mainmast put out at 12 o'clock at double Breeze to prevent ship
out the red sail was hoisted. The mainmast

Thursday 3rd

First part of this day commenced with strong gales from N.W. ship
steering S.E. by 4 with foretopmast furled and mainmast put out
mainmast put out very steady & heavy sea

Lat 41° 23' N

Long 171° 10' W

Middle part of this day fair weather (Much the same Breeze M & G at 12)

Last part of this day commenced with strong gales from N.W. ship
steering S.E. by 4 double Breeze mainmast put out at 12 o'clock - ship
broke in two at the mainmast and stern burst out the bottom
of the mainmast and could not be raised. The mainmast
then fell

Friday - 5th

First part of this 24 hours commences with strong gail
and heavy squalls from N.W. Ship steering S by E
at night wind moderate turned out one Reef out of main
wind inclined to Westward - heavy rain

Bar 30.1
Therm 16°

Middle part calm & rain & wind

Last part of this 24 hours commences with strong gail
and heavy squalls from N.W. Ship steering S by E
at night wind moderate turned out one Reef out of main
wind inclined to Westward - heavy rain

Saturday 6th

First part commences with fresh breeze from N Ship steering
S by E breeze increases at 2 o'clock, carried away fore top mast & main sail
boom cleared up the masts and masts the studing sails & deck
mending M. & N. & P. & T. & V. & W. & X. & Y. & Z.

no observation to day

Middle part fresh breeze from N Ship steering S by E

Last part a mild continuance from N. Ship steering S by E
the watch employed in mending M. & N. & P. & T. & V. & W. & X. & Y. & Z.
small & B. & C. & D. & E. & F. & G. & H. & I. & J. & K. & L. & M. & N. & O. & P. & Q. & R. & S. & T. & U. & V. & W. & X. & Y. & Z.

Sunday 7th

First part commences with fresh breeze from N. Ship steering
S by E breeze increases at 2 o'clock, carried away fore top mast & main sail
boom cleared up the masts and masts the studing sails & deck
mending M. & N. & P. & T. & V. & W. & X. & Y. & Z.

Bar 30.1

Therm 16.52 W

Middle part the baffling winds from N.E.

Last part fresh breeze from S.S.W. and S. Ship steering
S and South E heavy Rain wind hauls a little to West
Blow strong & later sail at 10 o'clock - heavy rain
Ship under double Reef at 11 a clock.

Ther. 60°

August 1881

Monday - 8

First part of this 24 hours Very Bitter Storm called all hands
to the rail and close Rees Main Top Sail Main Staysail and
main staysail companion all the sails. At 2 O'clock storm increased
blowing Main Staysail clear from the hawls and
blew it over board clear of the ship hauled it in by the hawls
and down hawl - turned up the waist Boat.

no observation today

Middle part wind from ship. Storm

last part of day from NW and over ship. Storm to
all hands employed in washing down. Clear good
weather the end

Tuesday - 9

First part commenced with good weather wind from NW
Ship Steamer S.E. - all hands employed in washing down
wind very strong - at night began to cloud up.

Lat 31.23 N

Long 162.16 W

Middle part calm

Last part of day winds from S & S.E. Ship by the wind to E -
all hands employed in washing down. Cloudy all day
a few showers of rain - saw nothing

the end

Wednesday - 10

First part of day calm. No observation today. All hands
employed in washing down. 2 O'clock wind increased took in fly
hatch and main top. Below raise ship, E & S by south clear hauled
no good observation today.

Middle part ship Steamer S.E. Wind from S / N to N
Last part of day from NW and over ship. Storm to
all hands employed in washing down. (8 men ship) (the end)

Thursday 10-11

First part of this 24 hours
 Ship steering S. by E. the watch employed in mending out the
 back hole. (Sailed) place to Star Board star then the
 The Boat layed the ship to with the head (made) aback, put off
 Starboard 90° L. as Bow Boat went on. With Starboard Port and Star
 a. 23 5th. Again (Small) Whale took the line - afterwards the Capt.
 went on and lanced this whale - Supplied he killed him. (The)
 Whale no more; afterwards Bow Boat went on and (back)
 darted at 2 different Whales - didn't fasten to either of them.
 The Boat (both) good chance. (Middle part)
 Last part fresh breeze from S. & E. Ship heading South
 in morning out that is (mornings) - Wind hauling to South
 (mornings) - (mornings) - (mornings)

Friday

The first part of this twenty four hours, commenced with the
 (mornings) - (mornings) - (mornings) - (mornings) - (mornings)
 in observation yesterday - (mornings) - (mornings) - (mornings)
 (mornings) - (mornings) - (mornings) - (mornings) - (mornings)

Middle part commenced heavy storm from SW with hard Rain
 Last part strong gales from SW and South by East
 all sail made (mornings) - (mornings) - (mornings)

Saturday 12

First part commenced with heavy gales from S. by E.
 Laying by until 3 o'clock (P.M.) - Sprayed the (mornings) - (mornings)
 Second S. E. set double Reefed Main topsail & fore sail
 (mornings) - (mornings) - (mornings) - (mornings) - (mornings)
 (mornings) - (mornings) - (mornings) - (mornings) - (mornings)

Middle part much the same
 Last part fresh breeze from N. E. Ship (mornings) - (mornings)
 all hands employed in stowing Bow and Backing it (mornings)
 when 2 men sick (mornings) - (mornings) - (mornings)

Sunday - 14

First part fresh Trades from N.E. & Ship Steers S.W. All hands Employed in putting Ship for East wind hand

Lat 25° 49' N
Long 155° 23' W

After part little backing wind from Eastward

Second part little backing Winds from N.E. to N.W. - Ship steering by the wind to Southward all hands Employed in putting up the rigging - little squalls of Wind and Rain
2 men sick off duty this End

Monday - 15

First part wind from S.E. and S.W. Ship by the wind from S.W. to S.E. all hands Employed in putting up the rigging it must be put the Ship about the S.E. wind increases

Lat 23° 41' N
Long 155° 00' W

Middle part

Second part wind from S.W. Ship on the Eastward tack the water Employed in clearing out forecabin and foredeck and other jobs Required
2 men Sick this End

Tuesday - 16

First part Moderate breeze from S.W. Ship by the wind to S.W. and S by W the water Employed in various jobs Required. Wind dead & head - Ship heaving to best advantage to gain her destination

Lat 23° 12' N
Long 155° 16' W

Middle part moderate breeze from S.W. Ship on the Eastward tack the water Employed in various jobs Required. Wind dead & head - Ship heaving to best advantage to gain her destination. The Island of Lianzao is seen S.W. distant 3 miles the people Employed in washing ship and dressing of the most in the

Wednesday Vol 1

First part of these 24 hours commenced with moderate breeze from S by ship by the wind to W. Saw the Island of Oahu bearing 100 to 120 miles. Castles Point - the water embowed in washing ship - coast dressed the shore - at 10 o'clock saw a large whale going north to windward part of Oahu, and chased with a net - a large net - the ship off (Wardman) side of Oahu distant 15 miles, ship heading to S by W and by the net and wind by light middle part ship beating to windward of the net

See Appendix

and at 11 o'clock saw a small boat of 12 men to the north and part of the ship about 10 miles distant off the shore - followed a little distance of the Island to the north of the net

Thursday 18

First part commenced with a fresh trade for 6/8 by the wind to S by W. at 10 o'clock about 10 miles distant the ship about 10 miles distant at 10 o'clock saw a large whale bearing 100 to 120 miles. Castles Point - the water embowed in washing ship - coast dressed the shore - at 10 o'clock saw a large whale going north to windward part of Oahu, and chased with a net - a large net - the ship off (Wardman) side of Oahu distant 15 miles, ship heading to S by W and by the net and wind by light middle part ship beating to windward of the net

Part of Honolulu

Ship arrived on Thursday Morning the 18th day, 1858, and last part of Thursday Friday 19

Ship arrived on Thursday Morning the 18th day, 1858, and last part of Thursday Friday 19

Part of Honolulu

Friday 19

100 (Barn) (name of the vessel)

7th day - 10.30

First part of the day, good weather, but the
land to be seen in the morning. Once a vessel met the
one from the ship, and was at anchor, and
was to be seen in the afternoon. The day

good weather (Barn)

Sunday 21

First part of the day commenced with good weather, but some
several vessels coming and going. Sent the people on shore
to see of the day are very quiet, but little stirring
in the Harbor, - thus the day passed off

Monday 22

First part of the day commenced with good weather, but some
and had. The all kinds of boats, and some
and the ship, and at 11.15 the ship left the
at 6.15, -

159

[illegible]

— Sunday —

This part of the day was when the people employed
 about the house - - - - - afternoon finished "Brushing" Bores
 and Stowed Below - all Ready to Ship - thus end.

Nothing. / News received North Marine

Monday -

Ship arriving, many of y and others come on.

Thunders his

Friday June 1 1880

First part of the day clear, with good weather Wind
from the North - (Discharged all the ship's crew
in the afternoon - Rain came on in the evening
(11:00 to 12:00).)

Saturday 27

First part in the morning rather clear & good weather -
at 12 o'clock rain came on & continued - came on the rain, heavy
at 1:00 - Master came on board to see the ship, and
told her to the ship's yardmaster to see her, at 1:30
at 2:00 - Master left the ship, leaving the ship's
yardmaster in charge of the ship. Master and yardmaster
then came on board.

Sunday 28

First part good weather & fresh breeze, afternoon Rain shower,
at 1:00 - Master came on board the ship,

Monday 29

First part clear, Master came on board and hauled the ship
up the side of the ship, yardmaster made fast and commenced
at 1:00 - Master left the ship, leaving the ship's
yardmaster in charge of the ship. (11:00 to 12:00)

Wednesday

First part good weather, second ship at anchor at the 10 o'clock light house, and the third at 12 o'clock at the light house. I heard the ship at anchor at the 10 o'clock light house.

Thursday

First part good weather, in the afternoon clouded up and rain discharged the rain. The ship at anchor at the 10 o'clock light house, and the third at 12 o'clock at the light house. I heard the ship at anchor at the 10 o'clock light house.

Friday

First part good weather. Employed in breaking out and shipping oil all day 12 barrels and the remainder of our crew consists of 3 men forward and 2 boatmen. Cooper Street and 2 others.

Saturday

First part cloudy, second part good weather. Employed in breaking out oil. Shipmen on board the first part of the rain. Sent of cargo, the 10 o'clock light house. (a time looking out at the boat and deck.)

Sunday

First part cloudy, second part good weather. Employed in breaking out oil. Shipmen on board the first part of the rain. Sent of cargo, the 10 o'clock light house. (a time looking out at the boat and deck.)

Sunday

First part good weather, afternoon rain in rain. Second part night heavy rain, the people all on shore except the crew.

Journal of the ...

Monday Dec 6th

First ... - ... - ...
 down ... - 10 O'clock ... - continued breaking
 the ... - Employed in ... Oil 12 O'clock had struck
 all ... on ... the ship ... and discharged
 the ... - that was hired by the day afternoon the men that
 belong to the ship ... employed in breaking out and cleaning up
 the ... Deck ... this End -

Tuesday 7

Left ... - good weather ... filling oil out
 the ... it being the last of our ...
 ... prepared my ... to ...
 ... Received my ...
 ... cancelled the ... up to date
 Honolulu Oahu ...
 ...
 ...
 ...
 ...

1858

Thomas W. Harding (Master)

Wednesday 8th

First part Commenced with good weather. Harbours Mates on board
 having the Ship through the Fleet to make her hired 8 men from
 the shore got her moved at 11 O'clock Commenced breaking
 the fore peak & doing every thing apt to to repair the Cistwater
 sent the hired men on shore they not being good for much
 got 3 more & succeeded in getting her down about 6 P.M. by Stern
 people on shore thus ends this day

Thursday 9th

First part pleasant all hands employed in breaking out
 shooks Middle part pleasant Latter part the same
 at night quit work had not got the Ship down yet
 at 7 sent the watch on shore

Thus, Ends.

Friday 10th

First part good weather employed in pumping the ground tier
 & putting Cork over the stern. 3 hired men on board
 discharged them at night & sent the watch ashore
 Thus, Ends.

Barque Carolina of New Bedford.
1858 Saturday 11th

First part begins with good weather employed
in doing small jobs about the Ship
Middle & latter part pleasant
Ship down by the stern ready for the carpenter
Thus Ends

Sunday 12th

All hands employed in beating
the ship and other necessary jobs
This day no duty going on
pleasant weather Boat off to
on the shore
To sun

Capt. Jack

Monday Jan 13th

All hands employed in trimming
the ship & Carpenter commenced
on the Larboard Bow beaming &
planking. Misses of S.W. The
hands employed in the midship
to the fore

Capt. Jack

Bark Carolina of New Bedford
Friday Jan 17 1858

Commenced with strong gale
from S.W. and much rain
Carpenter not at work
Heavy thunder & ship going
Mate Sick & off duty
S. encls

Saturday Jan 18

Crew employed with ship
Carpenter & cooper finish
the Larboard Bow, and commenced
on the Starboard Bow Mate
Sick & off duty S. encls

Lying in the Harbour of Honolulu
Sunday Jan 19 1858

Pleasant weather Trade blowing
No duty going on today
S. encls

Thomas C Harding Master

Monday Jan 20 1858

Crew employed in trimming ship
in the Carpenter's shop
planting the Stern. Also
at noon commenced painting the
Stern and side of the Mast
at 4 P.M. in fore

Lying in Honolulu Harbor
S. 1858

1st Mate on duty
3rd Mate on shore

Tuesday Jan 21 1858

Carpenter employed on the ~~Star~~
Bow planking. Crew employed in
painting. Ship moved at 4 P.M.
Lynolds of Robin, 3rd Mate on

Lying in Honolulu Harbor, under pleasant weather,
S. 1858

this night 3 men ran away

Wednesday Jan 22 - 1858

Carpenter employed in planking
the Starboard Bow. Crew employed
in trimming ship by the Steerage, &
no painting. Pleasant weather. Moved
at 4 P.M. and Stevedores
Cooper came on board well, caught
the Carpenter, that ran off last
night

Lying in Honolulu Harbor
S. 1858

4 men ran away

Burrhead Carolina of New Bedford

Thursday Dec 23^d 1858

Sp. Sp. : *Honolula* *Hood*

S. S. M.

}

at 10 Am Carpenters finish
the Bows, Crew employed in
lighting ship and filling salt
water in the hold, Cooper came
on board and went to Mr
Miles at 12, and heavy squalls
of Rain no pointing going on to
day.

Friday Dec 24th 1858

Sp. Sp. : *Honolula* *Hood*

S. S. M.

}

Crew employed stowing in the
hold, and other necessary jobs
took in some fresh water and
filled some salt water in the
ground heavy squalls from N E
with rain.

Saturday Dec 25 1858

~~Sunday Dec 25 1858~~

Wind N E in strong gusts
and strong drizzle. Employed
stowing ship, &c &c

Thomas W. Harding, Master

Sunday Dec 26 -

Heavy gale from N. E. Sea very strong
No duty going on - no calls

Lying in Honorable Harbor
I. M. S.

Monday Dec 27

Very severe for A. & crew
employed in stowing off the hold &
unloading a cargo of provisions
to the ship at 4 PM. More pleasure
for 2 -

- 2nd Mate came on board to visit
- 3rd Mate do
- 1st Mate sick & prof. Sick
- 1 Boat Steer came on board to visit

Thursday Dec 28 = 1868

Best work for A. & crew
employed in stowing in the ship's hold
and taking great of articles on board
and other sundry jobs
to make -

Lying in the harbor
of Honorable Harbor

Back Carolina of Bedford

Wednesday Dec 29 - 1858

all hands employed in stowing
in the hold are taking in provisions
and water casks to work

Lying in the harbor of Honolulu on the Starboard Quarter, Squally
for the East

Thursday Dec 30 - "

all hands employed in stowing
provisions and water casks to work
to the painting ship &c. provisions
casks to work on the Starboard
Quarter to ends all well

Lying in the harbor of
Honolulu I shall

Friday Dec 31 - 1858

carpenters finish work on the
ship, crew employed in stowing off
and berthing & sails and other necessary
jobs - and getting ready for sea
painting ship &c.
will start to sea only

Lying in the Port of Honolulu
I, Island

Thomas C. Harding Master

Saturday May 1st 1859

all hands are employed in landing
wheat and necessary goods, and getting
ready for sea. Took on board some
Potatoes, finished painting &c &c

Sunday May 2^d 1859

and with fine weather few
no duty going on all hands on
shore &c &c

Lying in the harbor of
Honolulu I, Illinois

Monday May 3^d 1859

Lying in the Harbor
of Honolulu I, Illinois

at 8 AM the crew commenced coming
on board and commenced getting the
ship ready for sea, employed in
unmanning the ship Mate & 2^d
Mate not on board

Bark Carolina of New Bedford

Tuesday Say 4 - 1859

Made the attempt to get the ship out get the anchor and found the ship a ground impossible to get her off. compelled to wait a whole day

Wednesday Say 5. 1859

A day light commenced moving the ship, and hauled her out at 11 AM the Pilot came on board and took the ship out side with the wash of the crew on board,

Thursday Say 6 1859

Commenced with pleasant weather ship lying off to sea the harbor of Honolulu getting the crew off & came off at 4 PM at anchor down the coast in the harbor on route off of 7 miles top sail 5 miles off shore small part off of the bark later part the same

21

S.

Date May 6th 17-53. At
Lg & Ch, 159-19 West

BE

g

July chs 13-22
 Dec-By chs 138-40 72



1860

Int by chs 12.00 N
Lg & by chs 158-56 W

Barth's Carolina of New Bedford
 Misch. Commenced Monday July 10 1859
 N E S B E Commenced with strong wind
 & squally heavy sea
 no ship in sight under
 double reef top sail
 M. Port squally late
 part the same

Lat by obs 9-10 N
 Long by obs 158 56 W

Variation $1\frac{1}{4}$ points

Tuesday July 11 1859
 N E S B E Commenced with squally
 and Rainy, weather unpleasant
 in morning. Darts and pointing
 then, when double reef
 top sails M. Port closed
 reef top sail heavy sea ship
 labouring very hard late
 part the same

Lat by obs 6-29 N
 Long by obs 159 23 W

Wednesday July 12
 N E S B M Commenced with strong
 trade and clear fresh breeze
 running. Under single reef
 top sails at 12 noon the ship
 compass to the arm 15 miles off
 at 4 P.M. put out the boat,
 1/2 mile from shore
 late part the same at 11 A.M.
 saw an Island bearing N N W
 by compass Dist 25 miles

Lat by obs 4-56 N
 Long by obs 160-02 W

Thomas C. Harding Master J. Cruise
 Mines Course Thursday Aug 13. 1859
 N.E. S.S.W.

Commoner, with breeze near shore,
 employed in pointing the Bees and
 other masonry blocks under single
 topsoil. At 5 P.M. the
 Island being N.W. & W. S. 15 miles,
 this Island not being laid down
 on the charts we were particularly
 to observe the note, which was
 by obs. 4-40 N. and Lg. 2 of 160-24
 of the East End also observed
 a long reef running N.E. & S.W. the
 side 57 miles. The Island we observed

The Island to be 40 miles long to be covered with large trees, timber &
 and 15 miles wide. { might coming on, found it necessary to R. h.
 looking very pleasant on shore, } on our course, for the want of a better
 Now, we called it Horclings Island
 was very much disappointed in being
 compelled to account the weather and
 night coming on to abandon all other
 observations, supposed the Island
 to be 200 feet above the level of
 the Ocean

J.B.W. Muscles per
 evening of with course, sails and single
 topsoil, Latt parts more
 accurate than obs 3-24 & Nov
 Lg. 2 of obs 160-50 West Nov

Friday - Aug 14 1859

J.B.W. Commoner with light breeze running
 under topsoil & courses, Sharpe
 took out Ruff for Sperm Whales
 employed in preparing to mine
 the soil in Park Bay with
 rain late p.m. Mr. Cruise's
 sub down the main topsoil (mud)
 to fix the cross beam
 Lg. 2 of obs 2-00 N
 Lg. 2 of obs 162-06 West

Bark Caroline of New Bedford

Mid. Course Saturday May 15 1859

A. E. L. B. M. Commenced with strong breezes
running under whole top sail
& courses sent up the main
top of mast and set up the
Rigging. In Port the same Lett
the Employed in mending sails
Lett 100 of the
Ly 163-27 W

- P. E.

L. B. M.

Sunday May 16 - 59

Commenced with strong winds
and clear under whole top sail
crushed in mending sails
In Port the same Lett
the same Lett the (Main top of
Sail
Lett 100 of the
Ly 164-37 W

Monday May 17

P. E.

L. B. M.

S. W.

Commenced with glass over
running under a main top
of sail. In port hauled up the
courses and took in the main
top of sail. Lett per set all
sail persons.
Lett 100 of the
Ly 165-51 W

Thomas C. Harding (Master) Cruise

Crew Midst Life on Day 18-59
(N.P.) (Crew)

Commences with pleasant weather
all sails set setting up the fore
rigging and finishing the main top
sheet at top of the ship the two
sails middle part, pleasant. Late
part employed in middle sticking
the new main top sail

W.P.M.

Late by Obs 3-43.9
Long by Obs - 167 = 27.17

Wednesday Day 19

W.P.M.

C

Commences with pleasant weather
running off under easy sail
all hands employed in setting up
Rigging and repairing sails on fore
sails and pleasant. Late part the
same all hands fitting the fore
to Rigging

Late by Obs 2-28.0

Long by Obs 169 = 18.17

Thursday Day 20th 1859

W.P.M.

P

Commences with pleasant weather
Cruising under easy sail all
hands employed in fitting and
tacking down the Rigging and making
a govt top sail. On fore part
kept up to the wind. Late
part much the same as a fore

Late by Obs 1-34
Long by Obs 171 = 11.11

Barque Carolina

Winds

courses

N.E.

W. by N.

Of New Bedford

Friday Jan 21. 1858.

Commences with fresh breezes and pleasant weather ship cruising under easy sail all hands employed in setting up rigging, and raising top sail middle and latter parts wind and weather the same as a fore thus ends

Lat By Obs 40. 46.
Long By Obs 173. 04 W.

Winds " " Courses "

N.E. " W. by N.

Saturday Jan 22nd 1858

Commences with strong winds and pleasant weather ship cruising under easy sail watch employed variously about ships duty at dark luffed to the wind heading S.E. with fore topsail a back middle part wind and weather the same as above at daylight course steered S.W. by S. thus ends this day

Lat By Obs 1. 36.
Long By Obs 174. 58

Winds " " courses "

N.E. " S.W. by S.

Sunday Jan 23rd 1858

The first part of this day commences with strong winds and pleasant weather ship cruising under easy sail watch employed in making out after hole for stops and provisions at dark luffed to the wind fore topsail a back middle part wind and weather the same as above at daylight made all sail latter part light air thus ends

Lat By Obs 2. 42 S
Long By Obs 176. 13 W.

Thomas C. Sharding, Master

27

Wards, Cores Monday, January, 24th 1859

N.E. S.W. Commences with light airs with clear and pleasant weather ship cruising under easy sail watch employed variously about ship duty, at dark shortened sail and luffed to the wind heading, S.E. at daylight made all sail middle and latter parts much the same as before

Lat By Obs.
Long By Obs.

N.E. S.W. Tuesday, January, 25th

Commences with light airs and pleasant weather ship cruising, watch employed in the rigging at dark luffed to the wind head yards aback heading, S.E. middle part calm at daylight made all sail latter part light airs to ends

Lat By Obs. 04° 52' South
Long By Lunar Obs 178° 03' West
Long By Chron 178° 56' West

N.E. S.W. Wednesday, January, 26th

Commences with light airs and clear and pleasant weather ship cruising, all sail sett watch employ in the rigging at dark luffed to the wind head yards aback middle part light airs with frequent showers of rain at at day light made all sail latter part fresh breezes with clear and pleasant weather at 11 A.M. saw a school of sperm whales

Lat By Obs. 04° 11' South
Long By Chron 178° 38' East at 8 A.M.
Long By Lunar Obs 178° 01' E.

Bairne Caroline of New Bedford

Winds Bises " Friday January 21th 1858

N^W " S. W.

Commences with light breezes and clear and pleasant weather at 1 P.M. lowered four boats for sperm whales chased until dark without success come on board luffed to the wind heaving "S.W." with fore top sail aback until daylight made all sail and steered various courses to the westward latter part wind and weather much the same as above watch employed in the rigging

Lat By Obs
Long By Obs

Winds Bises

Saturday January 22th

N^W " "

Commences with light airs and clear and pleasant weather ship cruising at 2 o'clock P.M. saw a school of sperm whales lowered four boats and chased starboard boat struck and drewed from one chased until dark come on board middle part light airs and calms latter part wind and weather the same as above watch employed variously about ships duty thus ends this day

Lat By Obs 24th 29th South
Long By Obs 179th 07th East

Sunday January 23th

N^W " "

Commences with light airs and pleasant weather ship cruising all sail set watch employed variously about ships duty at dark shorten sail middle part calm latter part watches at leisure & light airs from "S.W." ship working to windward on different tracks all sail set one man sick for the forecabin so ends

Lat by Obs 24th 10th South
Long By Obs 179th 28th "E"

Thomas
Winds

C

Harding

Master

Courses

Winds

January 31st 1857

N E

N. W.

Commences with fresh breezes and over cast weather ship cruising all sail set watch employed variously about ships duty at 5 P.M. saw several whales but could not tell what they were on account of night shortened sail luffed to the wind fore topsail aback middle part wind and weather the same as above at daylight made all sail latter part strong breezes with frequent rain squalls one man sick no observation this day.

Wind

Courses

Tuesday February 1st 1857

N E

N. W. by W

Commences with fresh breezes and frequent rain squalls ship cruising under easy sail watch employed at various jobs at dark shortened sail luffed to the wind with fore topsail aback heading N. N. W. at daylight made all sail sent down foretopsail to repair it latter part moderate breezes and clear weather one man sick in the forecabin.

Lat By Obs 02. 35. South
Long By Obs 177. 32. East

Winds

Courses

Wednesday February 2nd 1857

N E

W. N. W.

Commences with strong winds and clear and pleasant weather ship cruising all sail set watch employed in repairing foretopsail at dark shortened sail luffed to the wind head yards aback until daylight at daylight saw Hope island bearing S. E. distant ten miles were ship and stood towards the island until several boats landed 4 natives came on board they had not anything to sell at 9 A.M. course steered W. N. W. for Kotzeb island latter part wind and weather much the same as above.

Lat By Obs 02. 31. S
Long By Obs 176. 08. E

Barque Caroline of New Bedford

Winds Tense Thursday February 3rd 1859

A 8 W. S. W. Commences with strong winds and pleasant
 after at 2 o'clock P. M. saw Rotches island
 distant 12 miles bearing W. N. W. at 4 P. M.
 several boats came along side with natives bogs
 and coconuts for sale at dark the natives all
 returned on shore took one man & and sixteen
 bogs on board middle part strong winds ship
 laying off and on at Rotches island at 8 P. M.
 kept off course watch employed variously about ship

Friday February 4th

N. E. W. S. W. Commences with fresh breezes and clear and
 pleasant weather ship cruising all sail set & watch
 employed in repairing foresail middle and
 latter parts wind and weather much the same
 as above one man sick in the forecabin thus ends

Lat By Obs. 00. 24. S.
 Long By Obs. 172. 45. E

N. E. W. S. W. Saturday February 5th 1859

Commences with fresh breezes and clear and
 pleasant weather ship cruising all sail set
 watch employed in repairing mainsail & and
 foretopmast staycel middle and latter parts
 wind and weather the same as above one
 man sick in the forecabin thus is the end
 of this day.

Lat By Obs. 00. 50. North
 Long By Obs. 170. 02. East

Thomas S. Harding, Master

Winds	Course	Day	Date	Year
E N E	W. S. W.	Sunday	February 6 th	1857

Commences with light airs and overcast weather ship cruising all sail set saw a school of blackfish lowered four boats chased without success at dark luffed to the wind with foretopsail aback until daylight latter part calm

Lat By Obs 01° 10' North
Long By Obs 169° 02' East

Winds	Course	Day	Date	Year
N N E	N. W. by W.	Monday	February 7 th	1857

Commences with light airs and clear and pleasant weather ship under all sail watch employed in repairing old sails & middle part calm latter part light airs one man sick in the forecabin

Lat By Obs 01° 47' North
Long By Obs 168° 19' East

Winds	Course	Day	Date	Year
N N E	N. W.	Tuesday	February 8 th	1857

The first part of this day commences with light breezes and pleasant weather ship steering course with all sail set watch employed in repairing old sails middle part strong breeze with frequent rain squalls latter part moderate breezes with much rain one man sick in the forecabin

Lat By Obs 02° 50' North
Long By Obs 166° 45' East

Barque Carolina of New Bedford

Winds Courses Wednesday Feb 9th 1859.

N N E N. W. by W.

The first part of this day commences with fresh breezes and thick cloudy weather ship steering course all sail set with variously employed about ships duty middle part light airs latter part strong breezes with heavy rain squalls in evening this day.

Winds Courses Thursday Feb 10th 1859.

E N E N W. by W.

The first part of this day commences with strong winds and very thick rainy weather at 2 P.M. took in light sails watches at 4 P.M. middle part heavy squalls double reefed the topsails & latter part wind and weather much the same as above set fore topsails.

Lat By Obs. 95. 55. N
Long By 175 16. 3. 26. E

Winds Courses Friday Feb 11th 1859

N N E N W.

The first part of this day strong winds with frequent rain squalls ship steering course all sail set with variously employed in repairing in sail middle part strong winds double reefed fore & main & set the boats on the upper chains latter part more moderate

Lat By Obs 98. 18. N
Long By Obs 161. 04. E

Thomas 1 Harding Weather

Winds 1 over Saturday Feb 12th 1857

W. N. W. The first part of this day commences with strong breeze and over cast weather this steering course all sail sett with unusually inflated lower sails but middle and latter parts mild and weather much the same as above thus on 12th Feb.

Lat by Obs 17° 45' N. with
Long by Obs 151° 45' W.

Winds 1 over Sunday Feb 13th 1857

W. N. W. Commences with strong breezes and over cast weather ship steering course all sail sett with usual inflation but middle and latter parts mild and weather much the same as above one man sick in the forecabin

Lat by Obs 18° 11' North
Long by Obs 154° 43' West

Winds 1 over Monday Feb 14th 1857

W. N. W. Commences with strong breeze and over cast weather ship steering course all sail sett with inflated lower sails but middle and latter parts mild and weather much the same as above latter part more moderate one man sick forecabin

Lat by Obs 18° 47' North
Long by Obs 152° 33' West

Barge Carolina Of New Bedford

Monday Feb 15th 1858

Winds

Course

Commenced with strong breeze and pleasant weather ship steering course all sail set with employ in fitting cutting blocks & middle part wind and weather much the same as above latter part moderate breeze with overcast weather thus ends this day

Lat By Obs 13° 09' North
Long By Obs 148° 58' East

Winds

Course

Wednesday Feb 16th 1858

Winds

W by N

Commenced with fresh breeze and clear and pleasant weather ship steering course all sail set with employ in fitting and repairing cutting, fendants and other ships duty middle part wind the same as above latter part moderate breezes with cloudy weather thus ends this day

Lat By Obs 13° 48' North
Long By Obs 145° 53' East

Winds

Course

Thursday Feb 17th 1858

Winds

N by E

The first part of this day strong winds with clear and pleasant weather ship steering course all sail set with employed at various jobs at 2 P.M. saw the island of Rata distant 21 miles bearing N. by E. at 5 P.M. saw the island of Guam middle part strong trades ship by the wind maint sail aback latter part wind less

Thomas S. Harding Master

Friday, Oct 18th 1857

Commences with strong trades and frequent rain squalls at 1 o'clock P.M. Pilot came on board at 2 o'clock P.M. came to anchor in the port of Apra gave the ship seventy fathoms chain & furled sails middle part strong wind with rain eight ships laying at anchor at 8 P.M. Capt. and passengers went on shore all hands employed in twisting water out of the main hatch to fill the tank.

Saturday, Oct 19th 1857

The first part of this day strong breezes with frequent rain squalls ship at anchor in the port of Apra all hands employed in stowing, stowing salt water in the main hatch latter part ship St. George & Robert Morrison of New Bedford went to sea ship Empire & Hobnook, laying in laying up and on thus ends this day.

Sunday, Oct 20th 1857.

Commences with strong trade winds and clear and pleasant weather ship laying at anchor in the port of Apra at one P.M. Capt. came on board at 2 o'clock P.M. returned on shore again middle part wind and weather the same as above latter part Barque United States came to anchor thus ends this day.

Barge

Carolina

of New Bedford

Monday, February 21st 1858

The first part of this day commences with strong trade winds and clear and pleasant weather ship laying at anchor at the fort of Africa Capt on shore all hands employed at various jobs middle part wind and weather the same as above latter part strong wind with occasional rain squalls three ships laying off and on & thus ends

Tuesday, February 22nd 1858

The first part of this day strong trade winds and over cast weather ship laying at anchor at the fort of Africa Capt on shore Barge Drom of Warren went to sea & all hands employed at various jobs middle part wind and weather the same as above at 10^o clock A.M. Capt com on board at 11^o A.M. Bark Peewee com to anchor & Capt of the fort com on board three ships laying off and on thus ends this day

Wednesday, February 23^d 1858

The first part of this day strong trade winds with occasional rain squalls at 1^o P.M. sent two boats on shore for provisions at four boats returned with 20 lbs potatoes middle part calm at 4 o'clock A.M. the pilot com on board hove short set all sail at seven A.M. light airs from off the land took the anchor and went to sea latter part light airs and calms all hands employed in stowing anchors & chains thus ends this day

Lat By Obs 13.35 North
Long By Obs 144.30 East

Thursday February 24th 1858

The first part of this day, light air from the eastward with clear and pleasant weather ship steering course N.W. one half W. watch employed at various jobs middle part same weather light air water employed in repairing.

Lat By Obs 14° 24' North
Long By Obs 142° 56' East

Friday February 25th 1858

Commences with light air and clear and pleasant weather course steered N.W. all sail set watch employed in repairing main staysail & middle part wind and weather the same as above latter part strong breezes with frequent squalls watch employed in repairing jib and various other jobs thus ends this day.

Lat By Obs 15° 16' North
Long By Obs 141° 37' East

Saturday February 26th 1858

The first part of this day commences with strong breezes from N.E. & occasional rain squalls course steered N.W. by W. watch employed about various jobs middle part wind increasing took in light sails latter part more moderate made all sail & employed in painting Boats & thus ends this day.

Lat By Obs 17° 15' North
Long By Obs 138° 35' East

Burque

Carolina

Of

then

Bedford

Monday February 27th 1869.

The first part of this day commences with strong winds from N.E. and over cast weather course steered N.W. by W. all sail set watch at leisure middle part moderate breezes latter part strong wind and clear and pleasant thus ends this day

Lat By Obs 18° 56' north
Long By Obs 135° 45' east

Monday February 28th 1869

Commences with strong breezes from N.E. and clear and pleasant weather course steered N.W. by W. all sail set watch employed at various jobs middle part moderate breezes latter part light airs and calm thus ends

Lat By Obs 20° 09' north
Long By Obs 133° 38' east

Tuesday March 1st 1869

The first part of this day commences with light airs from E. and clear and pleasant weather course steered N.W. by W. all sail set middle part wind and weather much the same as above latter part watch employed in ship in side thus ends this day

Lat By Obs 20° 50' north
Long By Obs 132° 09' east

Thomas H. Harding Master.

Wednesday March 2nd 1858

The first part of this day commences with light airs from S.W. & E. course steered N.W. by N. with all sail set watch employed in painting ship in side middle part occasional showers at 4 o'clock at 5 A.M. lowered fore Boats for a school of killers exposed them to be thrown ashore before lowering the boats latter part calm watch employed in painting ship thus ends this day.

Sail By 21. 43. North
Long By 134. 18. East

Thursday March 3rd 1858

The first part of this day calm and cloudy weather watch employed in painting ship in side at 5 o'clock 1st M. light breeze from N.W. ship by the wind heading W. & N.W. middle part wind died to S.W. & E. course steered N.W. latter part light airs and clear and pleasant weather finished painting ship to thus ends this day.

Sail By 22. 30. North
Long By 130. 00. East

Friday March 4th 1858

The first part of this day commences with fresh breezes from N.W. & over cast weather course steered N.W. all sail set watch employed at various jobs middle part wind died to S.W. latter part strong wind and cloudy weather saw one pinback whale thus ends this day.

Sail By 23. 00. North
Long By 125. 00. East

Barge Carolina Of New Bedford

Saturday March 5th 1858

The first part of this day commences with strong breezes from S.E. with thick and rainy weather course steered S.W. one half W at 4 P.M. wind veered to S.W. commenced blowing a gale of wind double reefed the topsails parted mainsail & ship by the wind heaving S.W. middle part strong wind latter part more moderate set mainsail & and single reefed topsails weather cloudy with frequent rain squalls no observation this day thus ends

Sunday March 6th 1858

The first part of this day commences with strong wind from S.E. with frequent rain squalls ship by the wind heaving S.W. with single reefed topsails & courses sett minute part light airs made all sail wind veered to E. latter part light airs and calms with some rain course steered S.W. by N. all sail sett saw a plenty of humpback whales in this fends this day

Lat By Obs. 25° 46' North
Long By Obs. 125° 56' East

Monday March 7th 1858

The first part of this day commences with light breezes from S.E. and pleasant weather course steered N by W one half W all sail sett water impinged at various jobs middle part wind veered to S.W. strong breezes latter part wind still heaving to northward ship by the wind heaving S.E. at 10 P.M. heaved ship heaving S.W. by N by the wind thus ends this day no observation this day

Thomas C. Harding, Master

Tuesday, March 8th 1858

The first part of this day commences with light breezes from the eastward and thick cloudy weather ship by the wind heading S. by E. all sail set watches employed about ship's duty, middle part strong breezes at 8 P.M. took in light sails & furled the mainsail wind veered to N. tackled ship heading E. N. E. by the wind latter part strong wind with much rain & thunder and lightning, no observation

Wednesday, March 9th 1858

The first part of this day commences with strong wind from N. N. E. and thick rainy weather ship by the wind heading E. by N. until 9 P.M. wore ship heading N. W. by the wind middle part wind increasing double reefed fore topsail & latter part strong gale with much rain watches at leisure no observation this day thus ends

Thursday, March 10th 1858

The first part of this day commences with strong gale from N. with much rain ship by the wind heading W. N. W. double reefed topsails set at 6 P.M. wore ship heading E. N. E. by the wind middle part wind increasing furled the jib & latter part more moderate set whole topsails & mainsail jib watches employed variously about ship's duty, no observation this day

Barque Carolina of New Bedford

Friday March 11th 1859.

The first part of this day commences with strong wind from N.N.E. and cloudy weather ship by the wind heading E. at 2 P.M. saw a sail to windward at 4 P.M. were ship heading N.W. by the wind & furled the mainsail double reefed the fore topsail middle part of the day latter part wind more moderate set fore topsails mainsail & fly jib watch employed in repairing main spruce and jib thus ends this day.

Lat By Obs. 29. 32. North
Long By Obs. 123. 53. East at 2 P.M.

Saturday March 12th 1859.

The first part of this day commences with strong winds from N.N.E. with overcast weather ship by the wind heading N.W. with topsails & courses set watch employed in repairing jib & saw several Chinese fish boats at 6 P.M. Towed ship heading N.W. middle part wind and weather the same as at daylight saw and signaled the ship S.S. George of New Bedford latter part fresh breezes with clear weather thus ends this day.

Lat By Obs. 30. 00 North
Long By Obs. 124. 01 East at 2 P.M.

Sunday March 13th 1859.

The first part of this day commences with strong breezes from N.E. and over cast weather ship by the wind heading N.N.W. all sail set one ship in sight and several Chinese fishing boats middle part wind varied to E.N.E. latter part strong wind with some rain ship by the wind heading N. saw several Humpback whales thus ends this day.

Lat By Obs. 31. 09. North
Long By Obs. 124. 02. East

Thomas C. Harding Master

Monday March 12th 1858

The first part of this day commences with moderate breezes from N.E. and overcast weather ship by the wind heading N.N.E. with all sail set watches employed about various jobs two sail insight also several Chinese fishing Boats middle part light breezes cloudy weather latter part light airs with some rain at 9 A.M. sounded and found 22 fathoms of water with muddy bottom thus ends this day.

Lat By Obs. 32° 44' North
Long By Obs. 124° 09' East

Tuesday March 13th 1858

The first part of this day commences with moderate breezes from N.E. and cloudy weather ship by the wind heading N.N.E. with all sail set middle part wind and weather the same as above latter part more moderate saw several Sunfishes & watches at leisure at 9 A.M. sounded and found 30 fathoms of water with muddy bottom & thus ends this day.

Lat By Obs. 32° 09' North
Long By Obs. 122° 49' East

Wednesday March 16th 1858

The first part of this day commences with light breezes from N.E. and clear weather ship by the wind heading N.N.E. by the wind all sail set at 6 A.M. Tacked ship ship by the wind heading N.N.E. saw several Chinese boats & minnow boat strong breezes wind at N. latter part wind and weather much the same as above saw no whales this day thus ends

Lat By Obs. 32° 22' North
Long By Obs. 124° 35' East

Barge Carolina of New Bedford

Thursday, March 17th 1859

The first part of this day commences with strong breezes from N. ship by the wind heading E.N.E. until 3 P.M. steered S.E. at 4 o'clock P.M. saw one island at dark bearing E.S.E. distant 15 miles at 8 o'clock P.M. luffed to the wind heading E.N.E. with maintop sail back until daylight at daylight course steered S.E. at 9 A.M. saw gulper island bearing E.S.E. latter part strong wind with over cast weather furled the mainsail or jib double reefed the topsails at 11 o'clock A.M. gulper island distant 2 miles bearing N.E. thus ends this day

Lat By Obs. 33.04 North
Long By Obs. 126.03 East

Friday, March 18th 1859

The first part of this day commences with strong wind from N.N.W. and over cast weather course steered S.E. double reefed topsails sett at 4 o'clock P.M. luffed to the wind heading W. middle part strong winds with soon rain at 1 A.M. wind veered to N.E. above ship heading E.S.E. by the wind at daylight saw a Amphidite Brigg to windward steering by the wind to the norwest latter part sett single reefed topsails or jib thus ends this day

Lat By Obs. 32.07 North
Long By Obs. 126.18 East

Saturday, March 19th 1859

The first part of this day commences with strong winds from N.N.E. and overcast weather ship by the wind heading E. single reefed topsails sett middle part light airs & calms at daylight saw one sail latter part moderate breezes made all sail ship by the wind heading from N.E. to E. thus ends this day

Lat By Obs. 32.30 North
Long By Obs. 127.21 East

Thomas A. Harding Master

Sunday March 20th 1858

The first part of this day commences with light breezes from N.N.W. and overcast weather ship by the wind heading N.E. with all sail set saw nearest island distant 51 miles bearing N.W. two sail in sight middle part strong wind forced mainsail & jib double reefed the topsails at daylight wind moderated set both topsails & jib latter part strong breezes ship by the wind heading N.E. all sail set saw several islands to the southeast weather clear and cloudless thus ends this day

Lat By Obs. 33.41 North
Long By Obs. 129.01 East

Monday March 21st 1858

The first part of this day commences with strong breezes from N.N.W. and clear and pleasant weather ship by the wind heading N.E. with all sail set saw several islands to the west bearing N.W. latter part wind came from S.S.W. with clear weather course steered N.N.E. latter part wind still under the same as above saw several Japanese boats also saw several humpback whales thus ends this day

Lat By Obs. 24.20 North
Long By Obs. 130.05 East

Tuesday March 22nd 1858

This day commences with light airs from S.S.W. with clear and pleasant weather course steered N.N.E. with all sail set at 6 P.M. the north end of Gasima island distant 21 miles bearing W.S.W. which employed in repairing the foretop sail & middle part fresh breezes with clear weather latter part strong wind watch employed in repairing main royal

Lat By Obs.
Long By Obs.

Barge Carolina of New Bedford
 Wednesday March 23rd 1858.

The first part of this day commences with strong winds from S.E.W. and clear and pleasant weather course steered N. by E. all sail set one sail in sight at dark shortened sail luffed to the wind heading W. Middle part strong wind at daylight saw Doglet island distant 12 miles bearing N.N.E. latter part strong wind with overcast weather ship steering different courses to the westward at 10 P.M. saw the coast of Corea at 12 noon the land 15 miles distant thus ends

Lat By Obs. 37.28. North
 Long By Obs. 129.48 East

Thursday March 24th 1858

The first part of this day commences with strong winds from the westward and cloudy weather ship steering different courses to the northward the coast of Corea in sight at dark shortened sail at 9 P.M. luffed to the wind main topsail aback middle part calm at daylight made all sail course steered E. by N. latter part light airs from the southward and cloudy weather saw no whales this day thus ends

Lat By Obs. 37.47. North
 Long By Obs. 130.27. East

Friday March 25th 1858

The first part of this day commences with light and baffling wind from the S.E. ship by the wind heading E.N.E. all sail set at 5 P.M. saw one right whale a going quick to the S.W. lowered four boats chased with success at dark were in sail middle part strong winds and thick fog at daylight set topsail course saw Doglet island bearing S.S.E. distant 20 miles also saw several humpback whales thus ends this day,

Lat By Obs. 37.59. North
 Long By Obs. 131.30. East

Thomas

B. Hartney

Saturday March 26th 1858

The first part of this day commences with strong winds from S. and thick cloudy weather ship cruising at dark shortened sail & middle part strong gale of wind close reefed main-top-sail & wind in latter part wind N.W. ship under close reefed main-top-sail & topmast shrouds leading. N.N.E. saw no whales this day. This

Lat By Obs 37. 30. North
Long By Obs 132. 40. East

Sunday March 27th 1858.

The first part of this day commences with a strong gale of wind from N.W. and cloudy weather ship under easy sail at 2. P.M. wind moderated made sail close steered S.W. by S. until dark shortened sail & looked to the wind bearing W.S.W. at 5. P.M. saw ~~land~~ island distant 15. miles bearing W.N.W. but layed down on the charts bearing E. 34. S. from Daglet island distant 6. miles middle part calm and clear weather latter part light airs from the southward saw several finback whales.

Lat By Obs 37. 06. North
Long By Obs 132. 17. East

Monday March 28th 1858.

The first part of this day commences with light airs from the S. and clear and pleasant weather ship cruising all sail set saw a school of finback whales at dark shortened sail Daglet island in sight bearing W.N.W. distant 50 miles middle part fresh breeze at daylight made all sail ship by the wind bearing N.E. by E. saw several finback whales Daglet Island in sight also another island to the eastward of Daglet Island.

Lat By Obs
Long By Obs

Tuesday March 29th 1858.

The first part of this day commences with strong winds from N. ship cruising at 11h. noon took in light sails & double reefed the fore top sail & saw several finback whales at dark shortened sail & made moderate breezes from W. N. W. at daylight made all sail ship by some heaving. At saw several right whales lowered four boats chased without success latter part strong breezes all hands employed in chasing whales & thus ends this day.

Lat By Obs. 38.01. North.
Long By Obs. 135.51. East.

Wednesday March 30th 1858

The first part of this day commences with strong winds from S. W. clear weather all hands employed in chasing whales at 2 o'clock P.M. fastened to one at 4 P.M. took him along side commenced putting fluke chain on to him & lashing to the chain parted and lost the chain put the finchain on and horse caught & finchain parted and lost it put another finchain on the lanyards fastened and lost the chain & double reefed the main top sail & the fore top sail & lay by the whale through the night middle part strong winds watermen employed in getting ready for cutting at daylight called all hands commenced cutting latter part moderate breezes from W. S. W. and clear weather all hands employed in cutting parted one of our cutting falls &

Lat By Obs. 38.30 North.

Long By Obs. 134.02. East.

Thursday March 31st 1858.

The first part of this day commences with fresh breezes from W. S. W. and clear weather all hands employed in cutting our whale at 5 P.M. finished cutting cleared the decks set the top sails & made strong breezes at daylight made sail saw plenty of finback whale latter part wind and weather the same as above with employed about various jobs thus ends this day.

Lat By Obs. 38.35. North

Long By Obs. 132.48. East

Friday April 1st 1858

The first part of this day, commences with strong breezes from W.S.W. and clear and pleasant weather ship cruising all sail with water employed in about ship's duty at dark shortened sail while first wind and weather much the same as above at daylight made sail and commenced boiling oil with first wind more moderate saw no whales thus ends this day

Lat 37.55 North.
Long 132.12 East

Saturday April 2nd 1858

The first part of this day commences with fresh breezes from S.W. and clear weather ship cruising with employed in boiling oil & cleaning bone at at dark shortened sail while a part steam winds at daylight set double reeved towsails later part calm and cloudy weather saw several finback whales thus ends

Lat 38.13 North
Long 133.32 East

Sunday April 3rd 1858

The first part of this day commences with strong winds from S.E. and thick cloudy weather ship cruising with employed in boiling oil saw two whales saw red two boats chased without success at dark shortened sail while a strong gale of wind from N.E. with a thick snow-storm close reefed the main-top-sail & cooled down the rigging. latter part wind increasing furled the foresail & no observation this day thus ends one Boatsteerer of duty fell down from the deck on to the lower deck battens

Monday April 4th 1859.

The first part of this day commences with a strong gale of wind from N.W. and thick snowstorm ship under close reefed maintopsail & at 3 P.M. cleared away wind moderated saw Daglet Island bearing S.W. distant 35 miles at 5 P.M. were ship set the foresail and double reefed maintopsail commenced boiling oil middle part moderate breezes at daylight made sail wind veered to S.W. latter part fresh breezes with clear and pleasant weather ship cruising saw several finback whales & thus ends this day.

Lat By Obs.
Long By Obs.

Tuesday April 5th 1859.

The first part of this day commences with fresh breezes from S.W. and clear and pleasant weather ship cruising watch employed in boiling oil middle part calm at daylight wind E.N.E. saw several finback whales at 10 o'clock A.M. finished boiling latter part strong gale parted the foretopsail & ship by the wind heading N. thus ends this day.

Lat By Obs, 38.48 North
Long By Obs 132.14 East

Wednesday April 6th 1859

The first part of this day commences with strong wind from E. and clear weather ship cruising double reefed topsails saw several fin back whales also saw one sail middle part light airs at daylight made sail and commenced burling out the main hatch. No stow oil latter part moderate breezes all hands employed in stowing oil started side main hatches lower hold saw no whales thus ends this day.

Lat By Obs, 38.05 North
Long By Obs 132.18 East

[51]

Thursday April 7th 1859

The first part of this day commences with light breezes from S.E. and cloudy weather ship cruising all hands employed in stowing oil mainbattens at P.M. finished stowing oil the whole stowed down 120. The oil at dark shortened sail middle part moderate breezes no sail up, made sail all hands employed in washing ship and twisting the pumps out to repair them and clear the wells latter part fresh breezes from S.E. with rain and this day thus ends.

The first part of this Friday April 8th 1859.

The first part of this day commences with fresh breezes from S.E. and thick rainy weather ship cruising watch employed in repairing and putting back the pumps in their places at dark shortened sail saw several fin-back whales middle part strong gale of wind from S.E. with much rain latter part wind veered to S.W. made no sail watch employed in hauling the barbed cable on deck to get a fluke chain of from the lower end of it weather thick and raining with a strong gale of wind from W.S.W.

Saturday April 9th 1859

The first part of this day commences with a strong gale of wind from W.S.W. and cloudy weather ship under easy sail middle part wind moderated at daylight made all sail ship steering different courses to the eastward cooper employed in hooping and repairing empty keel bbs & saw no whales of any kind latter part moderate breezes with over cast weather

J. W. P. C.
Long Bay Co.

Sunday April 10th 1859.

The first part of this day commences with moderate breezes from the westward and overcast weather ship cruising all sail set at dark shortened sail & diminished and weather much the same as above at daylight made all sail course steered E.S.E. the remainder of the day, saw no whales of any kind thus ends this day.

Lat By Obs.
Long By Obs.

Monday April 11th 1859

The first part of this day commences with strong breezes from the westward and thick cloudy weather ship cruising at 6 P.M. spoke the Barge Robert Moreson Silton master had been out any whales this season Capt Harding went on board at 8 P.M. returned again middle part strong wind with some rain at daylight made all sail saw two right whales lowered four boats chased the remainder of the day without success latter part clear and pleasant weather

Lat By Obs.
Long By Obs.

Tuesday April 12th 1859

The first part of this day commences with fresh breezes from the westward and clear weather ship cruising all sail set at five P.M. Capt Silton of the Robert Moreson came on board remained until 8 P.M. at dark shortened sail middle part moderate breezes at daylight made all sail saw one right whale chased without success latter part strong breezes two sail insight a gammy.

Lat By Obs. 38° 30' North
Long By Obs. 135° 05' East

Wednesday April 13th 1857

The first part of this day commences with strong breezes from the S.W. and overcast weather ship cruising two sail insight at dark shortened sail & middle part wind and the same as above at daylight made sail saw a business sail steering, in the morning saw no whales of any kind latter part strong winds with overcast weather thus ends this day.

Lat By Obs 37. 56. North
Long By Obs 134. 33. East.

Thursday April 14th 1857

The first part of this day commences with strong winds from the S.W. and overcast weather ship cruising, cooper employed in repairing, cold cash at dark shortened sail middle part strong wind with rain at daylight clear weather made all sail saw no whales of any kind one man sick in the forecabin thus ends this day.

Lat By Obs
Long By Obs

Friday April 15th 1857

The first part of this day commences with fresh breezes from the W. and overcast weather ship cruising, all sail set cooper employed in setting up cash & at dark shortened sail middle part strong wind with rain at daylight clear weather made all sail saw no whales of any kind one man sick in the forecabin thus ends this day.

Saturday April 16th 1859

The first part of this day commences with a strong wind from E. and thick rainy weather at 2 P.M. spoke the ship Wm Thompson of New Bedford and saw no whales this season at dark shortened sail middle part thick and rainy weather latter part made no sail strong gale of wind from S.E. with much rain no observation this day thus ends

Sunday April 17th 1859

The first part of this day commences with a strong gale of wind from N. and thick rainy weather ship under easy sail middle part wind moderated at daylight made all sail ship cruising saw an Island which is not layed down on the charts saw several right whales chased the remainder of the day without success one sail in sight to the N.E. one man sick in the forecabin thus ends this day

Monday April 18th 1859

The first part of this day commences with calm and cloudy weather saw several humpback whales also an Island in sight distant 15 miles at dark shortened sail middle part fresh breeze from the eastward ship steering different courses to the N.W. at daylight set all sail latter part calm and foggy watch employed in repairing maint'sail Mr Desgate sick below also one man in the forecabin no observation this day thus ends

Tuesday April 19th 1858

The first part of this day commences with thick fog and calm saw several finback whales about the ship water employed in repairing & bending main topsail at dark shortened sail middle part calm and fog at daylight made all sail fresh breezes from the windward one sail insight steering S.W. latter part strong wind with thick and rain weather one man sick no observation this day thus ends

Wednesday April 20th 1858

The first part of this day commences with strong winds from the eastward and thick rainy weather ship cruising at dark shortened sail middle part strong gale of wind with much rain at daylight saw one sail to the leeward latter part ship laying under easy sail weather thick and rainy with a strong gale of wind from E.N.E no observation this day

Thursday April 21st 1858

The first part of this day commences with a strong gale of wind from N.E. and thick rainy weather ship under easy sail one sail in sight to leeward middle part wind moderated at daylight light airs made all sail ship cruising two sail insight saw several finback whales latter part calm one man sick in the forecabin thus ends this day

Lat By Obs. 38° 50' N.
Long By Obs. 183° 21' E

Friday April 22nd 1858.

The first part of this day commences with calm and clear weather
 saw sail insight at 4 P.M. light breezes from the southward ship cruising
 saw no whales of any kind at dark shortened sail middle part
 wind and weather much the same as above at daylight made all
 sail latter part strong breezes from S.E. with clear weather thus ends

Lat By Obs. 38 49 N.
 Long By Obs. 139 41 E

Saturday April 23rd 1858

The first part of this day commences with fresh breezes from N.E.
 and clear weather ship cruising two sail insight saw one right whale
 a going quick to windward chased without success at 6 P.M. spoke
 the Barque Cicero of New Bedford as Capt went on board at dark shortened
 sail middle part moderate breezes at daylight made all sail ship steering
 different courses to the N.E. latter part fresh breezes with clear and pleasant
 weather one man sick in the forecabin thus ends this day

Lat By Obs. 39 17 N.
 Long By Obs. 135 22 East

Sunday April 24th 1858

The first part of this day commences with fresh breezes from S. and
 clear and pleasant weather ship cruising all sail sett at 9 P.M.
 saw two right whales chased without success one sail insight at dark
 heaved to the wind with foretop sail aback middle part light breezes
 latter part moderate breezes and clear and pleasant weather saw
 several right whales one man sick in the forecabin thus ends this day

Lat By Obs. 40 05 N.
 Long By Obs. 136 34 East

Monday April 25th 1858.

The first part of this day, commences with moderate breezes from the S.E. course steered N.E. all sail set saw no whales of any kind middle part wind veered to N.E. with thick fog latter part strong winds and thick fog ship on starboard tack heading N. all sail set one man sick in the forecabin no observation this day thus ends

Tuesday April 26th 1858

The first part of this day commences with light airs and calm ship working to the N.E. with all sail set saw not any thing middle part calm latter part light airs watches at leisure one man sick thus ends this day

Lat 40° 05' N.

Long 74° 05' W.

Wednesday April 27th 1858.

The first part of this day begins with light airs from several points of the compass and clear weather ship working to the N.E. with all sail set middle part fresh breezes latter part strong winds with thick foggy weather saw two right whales going quickly to the southward also saw several humpback whales no observation this day

Thursday, April 28th 1858

The first part of this day commences with strong breezes from S. and thick foggy weather course steered E. by Compass until 5 o'clock P.M. were ship and lay back the remainder of the night middle part thick and rainy weather at daylight saw an island distant 15 miles bearing S. latter part calm saw no whales of any kind.

Lat By Obs 41. 38. North

Long By Chron. 156. 139. 20. East

Long By Chron 156. - 139. 22 East

Friday, April 29th 1858

The first part of this day commences with calm and cloudy weather three Islands in sight one bearing S. by W. distant 10 miles middle part light breezes at daylight saw the Island of Geso & Driften latter part calm saw several Japanese junk's & stores ends this day.

Lat By Obs 41. 40. North

Long By Obs 140 00. East

Saturday, April 30th 1858

The first part of this day commences with strong breezes from the westward and clear weather at 1 P.M. passed the town of Matsumi 5 miles distant ship steering different courses to the N.E. in the straits of Banger saw several small runs also several junk's at 4 P.M. bent the cables & got the anchors of the tow at 10 P.M. came to anchor in 12 fathoms water gave the 30 fathoms chain furled the sails & wind ahead at daylight called all hands took the anchor and worked the ship in to the fort of Hakodadi at 10 A.M. came to anchor in 3 fathoms water three whale ships laying at anchor & latter part all hands employed in baking out for water cask & at 11 P.M. Capt went on shore two ends this day.

259

Sunday May 1st 1859

The first part of this day calm and pleasant weather ship at anchor in the harbor of Hakodadi all hands employed in getting cask ready water at 2 P.M. the ship Northern Light - came to anchor middle part wind and weather the same as above at 7 A.M. Starboard watch went shore on liberty latter part calm and pleasant weather watch at leisure thus ends this day

Monday May 2nd 1859.

The first part of this day calm and pleasant weather ship lying at anchor in the harbor of Hakodadi starboard watch a shore on liberty the other watch employed variously about ship at 6 A.M. Starboard watch returned on board & sent a raft of 11 cask on shore for water latter part fresh breezes from S.E. and thick fog the ship Amizon of Fairhaven came to anchor

Tuesday May 3rd 1859.

The first part of this day commences with fresh breezes from the S.E. and thick & cloudy weather ship at anchor in the harbor of Hakodadi at 3 P.M. took our raft of water on board & stowed it - for the main hatch Starboard side as in the part strong wind at 7 P.M. Starboard watch went on shore on liberty sent another raft of 8 cask on shore for water latter part strong gale of wind from S.E. with thick cloudy weather gave the ship 60 fathoms of chain & thus ends this day

Wednesday May 2nd 1858

The first part of this day commences with a strong gale of wind from S.E. and much rain at 5 P.M. took our raft of water on board at 7 P.M. let go the starboard anchor payed out 15 fathoms chain & middle part wind moderated at 9 A.M. Starboard watch went on shore on liberty the other watch employed in stowing water in the main hatches thus ends this day

Thursday May 3rd 1858

The first part of this day begins with clear and pleasant weather at 10 A.M. lying at anchor in the harbor of Hokkaido starboard watch shore on liberty the other watch employed in stowing down water and getting the starboard anchor up at 9 P.M. took on board 240 sticks of wood middle part wind and weather the same as above at 8 A.M. Starboard watch went on shore for liberty the ship's Norton light & Wharfed went to sea at 11 A.M. took our anchor and moved down the harbor & at 12 M. came to again gave the ship 20 fathoms of chain furled sails

Friday May 6th 1858

The first part of this day commences with light breezes from S.W. with clear and pleasant weather ship at anchor in the harbor of Hokkaido Starboard watch a shore on liberty middle part calm at 6 A.M. all hands on board at 8 A.M. took our anchor set all sail worked out of the harbor in company with the homigon latter part strong breezes from S.W. working to windward on short tack thus ends this day

Saturday May 7th 1858

The first part of this day commences with strong winds from the west and over cast weather ship working to the windward on short-tacks threw the sheets of sloop at dark double reefed the topsails middle part thick and rainy weather at daylight calm made all sail land in sight on both sides of the straits little part strong gale of wind from S.W. at 11 A.M. ship under full sail the topsails &c. thus ends this day no observation

Sunday May 8th 1858

The first part of this day commences with a strong gale of wind from S.W. and thick cloudy weather ship a working to the windward through the straits of San Juan middle part wind and weather the same as before latter part clear weather saw the ship *Aderline* of New Bedford working to windward

Monday May 9th 1858

The first part of this day strong winds from W. to W.S.W. and clear weather ship a working to windward on short-tacks we find the current running to the eastward so strong that the ship does not gain any at all to windward with a strong wind and smooth water middle part strong breezes with clear weather at 9 A.M. the ships *Florida* & *Roman* come out of the harbor of Hakodadi bound to the Ochotsk sea at 11 A.M. come to anchor in the harbor of Ferenchani in company with the ship *Aderline* gave the ship 50 fathoms chain pulled sails &c.

Tuesday, May 10th 1859.

The first part of this day commences with a strong gale of wind from W.S.W. and clear weather ship at anchor in the harbor of Hakodadi. All hands employed in repairing main-top-galant sail and rifting up the cold main-sail at 4 P.M. the Capt went on shore at 2 P.M. set go the second anchor & the wind increasing at 9 P.M. wind moderated took the second anchor inside. part calm latter part all hands employed in tending a new main-sail & washing ship out side thus ends this day.

Wednesday May 11th 1859

The first part of this day calm and clear weather. Ship at anchor in the port of Hakodadi all hands employed in painting the ships bows & stern inside part calm at 8 A.M. hoisted on the anchor and made all sail at 10 A.M. light airs from different points of the compass took the anchor & worked out of the harbor in company with the bark Adeline latter part light and baffling winds ship working to the westward with all sail set.

Thursday May 12th 1859

The first part of this day commences with light and baffling breezes from the westward ship a working to the windward all sail set in company with the ship Adeline at 11 P.M. came to anchor in 20 fathoms water with a head wind & tide. When the ship 40 fathoms chose furled the sails at 4 P.M. 10 under way with a light breeze from S.W. latter part light airs ship a working to the westward in company with the ship Adeline thus ends this day.

Friday May 13th 1859

The first part of this day commences with a strong breeze from N.E. and cloudy weather course steered S.W. all sail set watch employed in stowing the anchors & chains middle part wind veered to E. strong breeze with thick and weather course steered from 6 P.M. until 6 A.M. S.W. by W. then S.W. the remainder of the day latter part strong breezes and thick weather with much rain no observation this day thus ends

Saturday May 14th 1859

The first part of this day commences with calm and foggy weather at 8 P.M. light airs from the northward course steered S.W. saw several Japanese junks middle part fresh breeze from N. with thick fog latter part wind and weather much the same as above watch employed in making out provisions in the after hold to coofer it one man sick in the forecabin thus ends this day

Lat By Obs.
Long By Obs.

Sunday May 15th 1859

The first part of this day commences with fresh breezes from N.N.W. and cloudy weather ship by the wind heading W.S.W. all sail set watch employed in making out provisions after hold to coofer it saw several Japanese junks middle part fresh breeze latter part more moderate saw a large number of birds no observation this day

Monday May 16th 1859

The first part of this day commences with moderate breeze from N.W. & cloudy weather ship by the wind shearding S.W. saw some humpback whales & saw several junks middle part calm. latter part watch employed in taking out Bup & Port to coopers it and repairing gaff topsail no observation this day.

Tuesday May 17th 1859

The first part of this day commences with calm and pleasant weather watch employed variously about ship duty at 5 P.M. light breeze from E. course steered N. at dark took in light sails middle part fresh breeze at daylight made sail watch employed in making mizen topmast stayseel & latter part thick foggy with a fresh breeze no observation this day this ends

Wednesday May 18th 1859

The first part of this day begins with thick foggy and strong breeze from E. at 2 P.M. lifted to the wind with fore topsail about courses up & middle part calm & foggy at daylight made all sail light breeze from S.W. with clear weather course steered W. & saw several finback whales latter part clear and pleasant weather

Sat - by Obs. 133.40 E
Long by Obs. 38.24 N

Thursday May 19th 1858

The first part of this day commences with fresh breezes from S.S.W. and pleasant weather, course steered W.N.W. all sail set with exception in making a mizen stayed out of an old mainspence at dark shortened sail middle part calm at daylight - light breeze from S.W. made all sail saw several humpback whales & latter part strong wind sent down the mainsail & stowed it away thus ends this day

Lat By Obs 131.44. E
Long By Obs 38.54. N

Friday May 20th 1858

The first part of this day commences with moderate breezes from S.W. and clear weather, course steered N.W. by N. all sail set with exception in making main topgalant stayed middle part calm at daylight - light breeze from S.S.W. with cloudy weather finished the main topgalant stayed & bent it latter part fresh breezes cloudy weather saw no whales of any kind

Lat By Obs 39.50. North
Long By Obs 131.38. East

Saturday May 21st 1858

The first part of this day commences with strong breezes from S.W. and over cast weather, course steered N.W. by W. all sail set at dark shortened sail middle part wind veered to E. at daylight made all sail one ship in sight cutting, a whale saw white rock and the coast of Hartney distant 25 miles at 12 noon white rock 12 miles distant bearing N. saw two right whales chased without success latter part calm

Lat By Obs 40.31. North
Long By Obs 129.17. East

Sunday May 22nd 1858

The first part of this day commences with light airs and calms
at noon one ship in sight a rising white rock in sight 10 miles
distant at dark took in light sails middle part calm at daylight
made all sail saw two right whales going quick I H' chased
without success latter part calm thus ends this day

Lat By Obs.
Lat By Obs.

Monday May 23rd 1858

The first part of this day commences with light airs from S.W.
and clear weather ship cruising saw several right whales chased without
success started boatster darted at one did not get fast also waist-
boatster darted at one one ship in sight aboiling white rock 10
miles distant harrin' north at 5 P.M. middle part light airs with
some foggy latter part light and baffling winds stood in shore saw
several small boats fishing & no whales in sight thus ends this day

Tuesday May 24th 1858

The first part of this day begins with light airs from the
eastward and clear weather ship cruising one ship in sight white
rock distant 2 miles harrin' N.E. at 12 noon saw no whales
at 6 P.M. thick foggy took in light sails set the watch & strong
breez from N.E. middle part fresh breezes with thick foggy latter
part thick and cloudy weather saw no whales this day no observation

Wednesday May 25th 1859

The first part of this day begins with moderate breezes from N.E. and thick weather ship crossing saw three ships one of them boiling middle part strong breezes at daylight set fore topsails saw the coast of Lartary and white rock bearing N. at 10 A.M. distant 5 miles latter part light sail insight one of them boiling at 11 A.M. spoke the ship Washington of New Bedford four whales this season also the Great Key of New Bedford 4 whales this season Capt went on board of the Washington no observation this day.

Thursday May 26th 1859

The first part of this day commences with strong wind from N.E. and cloudy weather at 2 P.M. Capt returned on board course steered S.W. by S at 5 P.M. saw two right whales chased without success at dark shortened sail 5 ships insight one of them boiling middle part calm at daylight light breezes from the eastward made all sail at 11 A.M. Capt went on board the Bark Riffle of New London latter part calm Bark Riffle no whale this season no observation this day.

Friday May 27th 1859

The first part of this day commences with light airs from different points of the compass ship crossing Capt onboard of the Bark Riffle at 5 P.M. returned on board at dark shortened sail 5 sail insight middle part calm at daylight made all sail saw one right whale a going quick S.W. did not lower for him latter part light breezes from S.W. cloudy weather saw the land to westward 20 miles distant no observation this day.

Saturday May 25th 1859

The first part of this day commences with light airs from S.W. and cloudy weather. at 12 noon spoke the ship Chandler Price & Rees and Omega Captains all went on board of the Chandler Price got 10 bls Potatoes of the Chandler Price at dark shortened sail at 9 P.M. still returned on board middle part calm at daylight made all sail latter part light airs saw the land 10 miles distant also saw the ship Omega strike a humpback whale at 11 A.M. thick fog with strong breezes from N.E. no observation this day.

Sunday May 29th 1859

The first part of this day commences with strong breezes from N.E. and thick fog, course steered "S.W." all sail set at 3 P.M. the fog lifted saw one right whale chased without success at dark spoke the ship Wm Thompson one whale this season middle part calm latter part light airs saw the coast of Starbuck at 12 noon 10 miles distant saw several humpback whales chased without success this ends

Monday May 30th 1859

The first part of this day begins with calm and pleasant weather at half past 12 P.M. left agent on board the Bark Adeline & sail insight one of them looking saw the Wm Thompson take a whale at 1 P.M. Craft returned on board at dark shortened sail middle part calm at daylight made all sail latter part light breezes saw several humpback whales & saw the ships Wm Thompson & Adeline. Sailing whales saw the N.E.S. shore of Longton Bay, also the land at the head of Long Bay.

Tuesday May 31st 1859

The first part of this day begins with calm and pleasant weather ship working towards the head of the Bay. Two sail in sight one of them hailing at 6 P.M. saw several right whales lowered four boats starboard boat went on to one missed him at dark starboard sail middle part calm at daylight saw several right whales lowered starboard boat went on a cow & calf struck the calf and killed the cow line parted struck the calf again Waist boat killed him at 9 A.M. took them to the ship & got ready for cutting, starboard & Waist boats chasing at 10 A.M. struck another whale and dragged the iron Waist Boat struck the same whale and parted line thus ends this day.

Wednesday June 1st 1859

The first part of this day begins with calm and pleasant weather ship cutting, starboard & Waist boats chasing whales at 4 P.M. starboard boat struck & killed one towed him to the ship made him fast at dark finished cutting second whale set the watch middle part calm watch employed in clearing away the heads & at daylight called all hands commenced cutting, starboard & Waist boats chasing, Waist boat struck one and parted line starboard boat struck another & killed him drove the Waist boat at 9 A.M. took our whale to the ship made him fast at 11 A.M. finished cutting one whale and hooked on to the other latter part fresh breeze from N.E. & cloudy weather saw the land on both sides of the bay land at the head of the bay 1 1/2 miles distant

Thursday June 2^d 1859.

The first part of this day begins with fresh breeze from E.N.E. and cloudy weather with some rain all hands employed in cutting at 1 P.M. starboard boat lowered & struck and killed a whale at 2 P.M. finished cutting our fourth whale & took the other to the ship commenced cutting him at 6 P.M. finished cutting weather thick and rainy cleared the decks commenced hoisting oil middle part light airs with thick and rainy weather latter part thick fog and calm watch employed in hoisting & stowing away some carpenter employed in repairing Waist boat at 12 noon finished repairing boat thus ends

Friday June 3rd 1859

The first part of this day begins with calm and clear weather one ship in sight saw the land at the head of the bay 12 miles distant watch employed in boiling at 1 P.M. saw one right whale lowered for him starboard boat struck at 5 P.M. took him to the ship & commenced cutting at 8 P.M. finished cutting cleared the decks set the watch middle part light breezes from S. with thick fog & winter part calm with thick and foggy weather watch employed in boiling oil and stowing away line no observation this day thus ends these 24 hours

Saturday June 4th 1859

The first part of this day commences with light breezes from S.W. and clear & pleasant weather ship cruising watch employed in boiling four sail in sight one of them boiling saw the land on both sides of the bay and at the head of the bay saw one right whale chased without success middle part calm and clear weather latter part light and baffling breezes saw no whales thus ends this day

Sunday June 5th 1859

The first part of this day commences with fresh breezes from N.E. and clear weather ship cruising three sail in sight all of them boiling land at the head of the bay 12 miles distant at 5 P.M. saw several right whales lowered four boats starboard boat struck boatsticker killed with his iron at 8 P.M. took him to the ship commenced cutting middle part all hands employed in cutting & boiling oil at 1 P.M. finished cutting set the watch latter part calm at 1 P.M. Capt went on board of the ship Omega Capt Waland six whales this season no observation this day thus ends these 24 hours

Monday June 6th 1858

The first part of this day commences with clear and pleasant weather
three sail insight. Capt. On board the ship Roca watch employed in boiling
land at the head of the bay 10 miles distant at 8 P.M. Capt. returned on board
middle part light breezes from E. with thick cloudy weather at daylight sun
saw a right whale killed three boats' whilst but struck one at 4 P.M.
Took him to the ship made him fast latter part all hands employed
in taking out the between-decks to make room thus ends these 24 hours

Tuesday June 7th 1858

The first part of this day commences with fresh breezes from the
westward with some rain at 2 P.M. commenced cutting our whale
at 4 P.M. finished cutting cleared the deck & set the water middle part
light breezes with thick and rainy weather watch employed in boiling
latter part strong breezes from S.W. and clear and pleasant weather two
sail insight at 12 noon the land at the head of the bay 10 miles distant
saw no whales this day thus ends these 24 hours.

Wednesday June 8th 1858

The first part of this day commences with strong wind from W. and
clear & pleasant weather ship cruised two sail insight watch employed in boiling
at 7 P.M. double reefed the topsails & at 6 P.M. close reefed maintop sail faked
job & fore topsail land 10 miles distant middle part fresh breezes clear weather
at daylight commenced boiling out main hatch the store oil started
side latter part strong gale of wind all hands employed in boiling and
stowing oil ship under double reefed maintop sail & foresail the observation

Thursday June 9th 1859

The first part of this day begins with a strong gale of wind from N.E. and clear and pleasant weather ship under easy sail all hands employed in boiling & stowing oil at 5 P.M. saw the land north side of the bay 5 miles distant middle part wind and weather much the same as above at 6 P.M. commenced hoisting out larboard side maintack to stow oil latter part moderate breezes all hands employed in stowing oil & boiling three sail in sight two of them boiling thus ends

Friday June 10th 1859

The first part of this day commences with moderate breezes from the westward & over cast weather all hands employed in stowing & boiling oil one of duty forward fed from between decks into the lower hole burst his ankle Mr Wescote third officer sick of duty at 6 P.M. spoke the ship John Thompson of New Bedford eight whales this season Capt went on board at 7 P.M. returned again middle part wind veered to E.N.E. fresh breezes latter part fresh breezes saw the ship Coniga take a whale at 12 noon land at the head of the bay 15 miles distant thus ends this day,

Saturday June 11th 1859

The first part of this day commences with fresh breezes from the eastward cloudy weather ship craning watch employed in boiling two sail in sight one of them cutting a whale at 3 P.M. strong breezes & thick fog middle part calm latter part light breezes saw one right whale chased without success all hands employed in boiling & stowing water between decks at 12 noon the land 5 miles distant at the head of the bay two men of duty sick thus ends this day no observation this day.

Sunday June 12th 1858

The first part of this day, begins with strong breezes from S.E. and cloudy weather, ship crewing all hands employed in baling and baling out forehole for stock's & heads middle part calm at daylight light breezes from the southward ship working to N.W. all sail set land 10 miles distant at the head of the bay at 11 A.M. finished baling oil saw no right whales this day

Monday June 13th 1858

The first part of this day commences with fresh breezes from S.E. and some rain all hands employed in baling out fore hole for stock's & heads at 1 P.M. saw one right whale lowered two boats starboard boat struck & got stove inons aboard waist boat struck the same whale line parted came on board finished baling out stock's middle part calm at daylight light breezes from the southward all hands employed in stowing oil main hole at 9 A.M. thick fog, lashed to the wind fore topsail aback thus remained the remainder of the day ship heading E.N.E. at 12 noon finished stowing oil thus ends this day

Tuesday June 14th 1858

The first part of this day begins with light breezes from the southward and thick fog ship laying at anchor all hands employed in washing ship at 9 P.M. fog cleared away saw the land two miles distant middle part calm at 8 A.M. saw one right whale lowered three boats starboard boat struck at 9 A.M. took him to the ship & commenced cutting latter part calm with thick fog the third officer & one man forward of duty sick thus ends this day

Wednesday June 14th 1859

The first part of this day commences with thick foggy weather all hands employed in cutting at 3 P.M. finished cutting & cleared the decks when two whale lowered three boats starboard boat struck one harbor boat struck the other at 6 P.M. took them both to the ship & commenced cutting middle part thick fog all hands employed in cutting at 4 A.M. finished cutting one whale & boat - all hands below at 7 A.M. called all hands cleared the decks commenced boiling looked onto the other whale commenced cutting two sail insight latter part fresh breezes all hands employed in cutting & boiling third officer & one man sick thus ends this day

Thursday June 16th 1859

The first part of this day commences with fresh breezes from E.N.E. and soon fog all hands employ in cutting & boiling oil at 2 P.M. finished cutting cleared the decks sent the watch below saw the land on the north side of the bay 10 miles distant saw two sail middle part calm with thick fog at daylight made all sail saw one right whale lowered two boats starboard boat struck & killed him and struck lost one line two lances three irons latter part cloudy weather third officer & one man forward sick

Friday June 17th 1859

The first part of this day begins with fresh breezes from the eastward clear weather saw several whales chased without spears watch employed in boiling middle part calm latter part light breezes from the southward three sail insight none of them boiling saw the land on the north side of the bay 8 miles distant spoke one of the ship Omega's boats the third mate sick also one man in the forecastle sick thus ends these 24 hours

Saturday June 18th 1854

The first part of this day begins with light and shifting winds clear weather ship cruising saw several whales chased without success saw the ship Omega take a whale four sail insight the land on the north side of the bay, 11 miles distant middle part calm watch employed in boiling, latter part thick fog with a strong breeze from E.N.E. third officer sick also one man in the fore-castle thus ends this day

Sunday June 19th 1854

The first part of this day begins with strong breezes from E.N.E. and thick fog, ship under easy sail watch employed in boiling oil middle part wind and weather the same as above latter part wind increased to a strong gale double reefed the topsails & furled the jib the ship then Thompson insight to windward one man sick forward thus ends this day

Monday June 20th 1854

The first part of this day commences with a strong gale of wind from E.N.E. and thick fog & rain at 4 P.M. furled the fore-top-sail watch employed in boiling oil middle part wind and weather much the same as above latter part wind increasing with much rain ship working to windward on different tacks double reefed main-top-sail & fore-sail set thus ends this day

Tuesday June 21st 1859

The first part of this day begins with a strong gale of wind from E. S. E. and thick rainy weather water employed in boiling oil ship heading S. E. double reefed main topsail sett & foresail middle part wind and weather much the same as above at 4 P. M. finished boiling, latter part wind veered to N. N. E. with much rain one boat steerer of duty fell down the main hatch also one sick forward thus ends this day.

Wednesday June 22nd 1859

The first part of this day begins with a strong gale of wind from N. E. and thick & rainy weather at 5 P. M. sett double reefed fore topsail middle part wind moderated at daylight commenced stowing oil larboard side main hatch latter part strong breeze & cloudy weather ship by the wind heading N. N. W. double reefed topsails & foresail sett all hands employed in stowing oil two men off duty sick

Thursday June 23rd 1859

The first part of this day commences with strong breezes from N. E. and thick cloudy weather ship by the wind heading N. N. W. double reefed topsails sett all hands employed in stowing oil at 5 P. M. finished stowing checked the main hatch of fuel middle part wind veered to E. S. E. at day light made all sail close steered N. N. W. all hands employed in washing ship & latter part moderate breezes two men off duty sick thus ends this day.

Friday June 24th 1859

The first part of this day commences with moderate breezes from the S.E. cloudy weather course steered S.W. all sail set at dark shortened sail one ship in sight - Middle part wind veered to N.E. at daylight made all sail saw the land on the north side of the bay & one right whale in sight chased without success latter part calm watch employed in bending new main spanner and reeving new mainbraces & foretop sail halyards two men sick of dysentery

Saturday June 25th 1859

The first part of this day calm with some fog saw the land on the north side of the bay 5 miles distant three sail in sight one of them boiling watch employed about various jobs middle part calm with some rain latter part calm and clear weather saw no whales of any kind two men sick of dysentery

Sunday June 26th 1859

The first part of this day commences with light breezes from the southward cloudy weather ship working to the eastward all sail set saw one right whale chased without success. saw the land on the north side of the Bay 12 miles distant three sail in sight two of them boiling middle part calm latter part light and baffling winds with thick and rainy weather two men sick &

Monday June 27th 1858

The first part of this day commences with fresh breezes from the eastward and thick rainy weather ship working to windward all sail set three sail insight two of them boiling middle part calm and rainy at daylight fresh breezes from S.W. with thick and rainy weather saw several right-whales chased without success latter part thick fog two men sick

Tuesday June 28th 1858

The first part of this day commences with thick & cloudy weather light breezes from different quarters three sail insight two of them boiling at 5 P.M. spoke the Bark Riffle of New London ten whales this season middle part calm and rainy latter part light breezes from the N.E. ship working to windward all sail set saw no whales this day two men sick of dizziness thus ends these 24 hours

Wednesday June 29th 1858

The first part of this day commences with light breezes from the eastward & thick rainy weather ship cruising in bough-ton bay saw a right whale chased without success shot a harpoon lance into a humpback killed him at 1 P.M. took him to the ship cut him in two sail insight two of them boiling middle part thick & rainy at 4 P.M. commenced boiling latter part light airs with much rain watch employed in boiling two men sick of dizziness thus ends this day

Thursday June 30th 1859

The first part of this day begins with light breezes from the northward & thick rainy weather ship working to windward all sail set. Three sail insight watch employed in boiling at 6 P.M. wind veered to S.W. fresh breezes course steered E.N.E. watch employed in boiling at 10 P.M. finished boiling middle part moderate breezes at daylight course N.E. latter part light breezes from S.W. saw the land on both sides of the bay & at the head of the bay land on the north side of the bay 20 miles distant two men sick of dysentery thus ends this day.

Friday July 1st 1859

The first part of this day commences with fresh breezes from S.W. clear and pleasant weather saw several right whales chased starboard boat struck one at 2 P.M. took him to the ship & commenced cutting at 7 P.M. finished cutting set the watch middle part strong breezes ship by the wind with foretop sail aback at daylight saw one right whale chased without success saw a school of grampuses starboard boat struck one & lost line at 9 A.M. commenced boiling latter part calm three sail insight saw the land 15 miles distant saw the ships Omega & Win Thompson take a whale each. two men of dysentery sick thus ends this day.

Saturday July 2nd 1859

The first part of this day commences with moderate breezes from S.E. clear and pleasant weather ship working to the N.E. all sail set three sail insight two of them cutting whales watch employed in boiling middle part calm latter part light breezes from the eastward saw the land 15 miles distant saw no whales of any kind two men sick of dysentery thus ends this day.

Sunday, July 3rd 1859

The first part of this day commences with strong breezes from the eastward clear weather ship working to eastward all sail set watch employed in boiling two sail insight saw white rock 20 miles distant bearing N.N.W. at 4 P.M. middle part calm latter part moderate breezes from S.E. two men sick of duty thus ends this day

Monday, July 4th 1859

The first part of this day begins with fresh breezes from S.E. with some fog ship working to windward all sail set watch employed in boiling two sail insight saw white rock 10 miles distant bearing N at 4 P.M. at 8 P.M. finished boiling oil middle part calm thick fog latter part strong wind from N.E. with thick and rainy weather all hands employed in stowing oil larboard side fore hold thus ends this day

Tuesday, July 5th 1859

The first part of this day commences with strong winds from N.N.E. and thick rainy weather all hands employed in stowing oil fore hold larboard side at 3 P.M. finished stowing oil one sail insight at 5 P.M. saw White Rock 20 miles distant bearing W.N.W. ticked ship heading E. by the wind the remainder of the 24 hours middle part light air latter part moderate breezes watch employed in heading mainsail & various other jobs all well on board thus ends this day

Lat 24° 15'
Long 120° 15'

Wednesday July 6th 1857

The first part of this day begins with calm and pleasant weather watch variously employed at 4 P.M. light breezes from S. with thick fog, course steered N.N.E. middle part strong wind latter part course N.E. strong breezes with thick fog, no observation this day, thus ends this 24 hours

Thursday July 7th 1857

The first part of this day begins with strong winds from S.S.W. and thick foggy weather course steered N.E. by E. all sail set watch employed about various jobs middle part wind and weather the same as a fore latter part calm with thick fog, cooper employed in setting up cask no observation this day

Friday July 8th 1857

The first part of this day commences with calm & foggy weather watch employed variously about ship's duty at 2 P.M. light breezes from S. clear weather saw the land bearing from N. to N.E. distant 25 miles course steered E. middle part fresh breezes latter part light and baffling winds with thick fog, saw no whales of any kind no observation this day, thus ends this 24 hours

Saturday July 9th 1859

The first part of this day commences with light and baffling winds and thick fog ship working to the eastward all sail set watches variously employed about ship's duty middle part strong breezes from S.W. ship by the wind heading E.S.E. at 9 A.M. tacked ship heading N wind at E.S.E. with thick and foggy weather saw no whales of any kind no observation this day,

Sunday July 10th 1859

The first part of this day commences with strong winds from E.S.E. and thick foggy weather ship working to the windward all sail set watch at leisure middle part more moderate at 9 A.M. saw the land 15 miles distant bearing from N.E. to W.N.W. latter part calm with clear and pleasant weather

Lat By Obs
Long By Obs

Monday July 11th 1859

The first part of this day commences with calm and pleasant weather land 12 miles distant to the northward at 4 P.M. light breezes from S.W. course steered E. all sail set middle part moderate breeze at daylight saw one right whale going quick to the eastward chased without success latter part fresh breezes from S.E. W. with thick fog watch employed variously about ship no observation this day,

57
Tuesday July 12th 1859

The first part of this day commences with fresh breezes from S.W. and thick foggy weather course steered S.E. at 3 P.M. fog cleared away saw one right whale going quick to the eastward chased and struck him at 6 P.M. Took him to the ship commenced cutting at 11 P.M. finished cutting sett the watch & middle part strong breeze with thick fog at 8 A.M. commenced boiling latter part thick fog no observation this day

Wednesday July 13th 1859

The first part of this day begins with strong winds from S.W. and thick foggy weather ship steering different courses to the N.E. & watch employed in boiling at 9 P.M. luffed to the wind with fore topsail aback heaving S.W. until 4 A.M. course steered N the remainder of the day latter part strong winds with thick fog no observation this day

Thursday July 14th 1859

The first part of this day begins with strong winds from S.W. and thick foggy weather watch employed in boiling at 2 P.M. saw two right whales chased. Warst boat struck one killed and brought him middle part strong wind at dark double reefed the topsails furlled jib & at 10 P.M. fore topsail latter part strong gale of wind at 10 A.M. finished boiling oil thus ends this day no obs

Friday July 15th 1858

The first part of this day begins with a strong gale of wind from S.W. and thick foggy weather watch variously, employed ship under double reefed main topsail & foresail middle part wind moderated at daylight set double reefed topsails & jib all hands employed in braking larboard side fore hole to stow oil latter part moderate breeze all hands employed in stowing oil at 11 A.M. finished stowing oil made all sail cose stured &

Lat By Obs. 43. 27. North
Long By Obs 127. 14 East

Saturday July 16th 1858

The first part of this day begins with light airs from the eastward and clear & pleasant weather saw several right whales chased. Whist-boat struck one and parted line middle part calm latter light breezes from E.N.E. and thick fog ship under easy sail watch variously employed about ships duty no observation this day

Sunday July 17th 1858

The first part of this day commences with foggy weather light breeze from the eastward at 4 P.M. foggy ship saw several right whales chased bow boat struck one the whale sounded & run so that no other boat could get first taking about 500 fathoms of line at three different times at 5 P.M. setting thick fog out line & com on board middle part thick fog at daylight clear weather saw several right whales chased the remainder of the day without success weather calm and clear plenty of whales in sight no observation this day

Monday, July 18th 1858

The first part of this day commences with calm and pleasant weather ship cruising four parts chasing whales at 6 P.M. calm on board shot three seal middle part calm with thick fog, latter part light air from the southward and thick & rainy weather no observation this day.

Tuesday, July 19th 1858.

The first part of this day begins with calm and foggy weather at 2 P.M. light breezes from different quarters and clear weather saw the land bearing from W. to N.W. distant 30 miles middle part calm and clear weather latter part calm with thick fog, watch employed in mending main sail.

Lat by Obs. 24° 09' North
Long by Obs. 137° 08' East.

Wednesday, July 20th 1858

The first part of this day begins with light and baffling winds and foggy weather ship cruising watch employed about various jobs middle part fresh breeze with thick and rainy weather latter part strong winds from S. and thick fog, employed in fixing the head of the gradier the patent worked loose no observation this day thus ends these 24 hours

Thursday July 21st 1859

The first part of this day commences with strong breezes from S. and thick fog, ship evening at dark shortened sail middle part wind and weather the same as above latter part strong gale of wind from S.S.W. and clear weather ship under double reefed topsails & foresail heading N.W. by N. thus ends this day

Friday July 22^d 1859

The first part of this day commences with strong winds from S.S.W. and clear weather ship evening double reefed topsails set at 2 P.M. saw one right whale chased by a boat struck him at 6 P.M. took him to the ship commenced cutting at 11 P.M. finished cutting set the watch middle part calm and clear weather at daylight made all sail latter part light airs from W.S.W. and clear and pleasant weather saw the land bearing from N.W. to N.N.W. distant 50 miles saw no whales of any kind

Lat By obs 44° 01' North
Long By obs 137° 15' East

Saturday July 23^d 1859

The first part of this day commences with light airs from W.S.W. and clear & pleasant weather ship evening at 1 P.M. commenced hoisting all saw the land 50 miles distant at dark hoisted to the wind with the foretop sail aback thus remained until daylight middle part fresh breezes latter part ship steering different courses to the N.E. with strong wind from W. saw no whales of any kind

Lat By obs 45° 01' North
Long By obs 137° 32' East

Monday July 22nd 1857

The first part of this day commences with strong winds from N.W. and clear & pleasant weather ship steering different courses to the S.W. & watch employed in boiling saw the land at 6 P.M. distant 12 miles middle part moderate breezes with clear and pleasant weather latter part light airs

Lat By Obs 25.38 North
Long By Obs 138.49 East

Monday July 25th 1857

The first part of this day commences with moderate breezes from S.W. and clear & pleasant weather ship steering various courses to the S.E. watch employed in boiling at 4 P.M. finished boiling cleared at the decks middle part calm at daylight commenced. breaking out after hole to stow oil latter part light airs from N.W. all hands employed in stowing oil starboard side after hole

Lat By Obs 26.25 North
Long By Obs 139.07 East

Tuesday July 26th 1857

The first part of this day commences with clear and pleasant weather light breezes from N.W. course steered N. by E all hands employed in stowing oil starboard side after hole at 4 P.M. finished stowing oil middle part calm with some rain latter part moderate breezes watch employed in repairing jib & other ships duty

Wednesday July 27th 1859.

The first part of this day commences with light and baffling winds ship working to the eastward all sail set watch employed in repairing foresail & bending jib at 4 P.M. finished repairing foresail and bent it middle part calm latter part watch employed in repairing maintopsail weather thick and cloudy with some rain no observation this day.

Thursday July 28th 1859

The first part of this day commences with moderate breezes from the southward and thick cloudy weather ship working to the eastward watch employed in repairing maintopgallant sail and bending main topsail middle part moderate breezes latter part strong wind from N.N.E. and rainy weather saw a schooner steering S.S.W. saw no whales

Lat by Obs. 49.10 north
Long by Obs. 141.00.

Friday July 29th 1859.

The first part of this day commences with strong winds from N.N.E. and cloudy weather saw the island of Saghalien distant 40 miles at 2 P.M. course steered S.E. until 5 P.M. course S. at 6 P.M. saw Honoumouli bearing S.W. by S. distant 30 miles middle part moderate breezes at 10 P.M. saw Cape Horn at 11 P.M. distant 11 miles bearing N.W. by N. distant 10 miles saw Cape Horn at 11 P.M. distant 11 miles bearing N.W. by N. distant 10 miles

Lat by Obs. 50.53 north
Long by Obs. 141.47 west

Saturday Aug 30 1857

The first part of this day commences with calm and clear weather at 10 A.M. light breezes from N.W. course steered E.S.E. at 2 P.M. cape anawar bearing N.W. distant 12 miles middle part fresh breezes at daylight saw a big steamer to the eastward latter part wind veered to N.E. ship by the wind heading N.E. by E all sail set

Lat 1 1/2 deg 45.30 North
Long By Obs 144.44 East

Sunday (Independence) 31 1857

The first part of this day commences with fresh breezes from N.E. ship by the wind heading N.E. by E all sail set saw plenty of humpback whales in right whale chased without success at dark course S. by E. ship under sail middle part moderate breezes with sun rain at daylight made all sail saw plenty of humpback whales at 11 A.M. saw the N.W. cape of the island Matana bearing S.E. distant 40 miles thence ends this day

Lat By Obs
Long By Obs

Monday August 1 1857

The first part of this day commences with moderate breezes from N.N.E. and clear weather ship cruising land insight 32 miles distant bearing from S.E. to S.W. saw a plenty of humpback whales chased without success at 5 P.M. saw several right whales chased. Landed boat struck one at 7 P.M. took time to the ship & made him fast for the night could not cut him on account of his sinking so heavy that we could not get him body middle part fresh breezes at daylight called all hands commenced cutting our whale at 11 A.M. finished cutting & cleared the decks

Lat By Obs 44.46 North
Long By Obs 144.22 East

Tuesday August - 2nd 1851

The first part of this day commences with fresh breezes from E.N.E. ship
 coming out at 1 P.M. commenced boiling, our whale saw several Sperm whale
 or saw the land at 5 P.M. 15 miles distant middle part fresh breezes
 latter part moderate breeze with clear and pleasant weather ship by the
 wind heading N.E. saw the land to the northward thus ends this day

Lat By Obs 45.24 North
 Long By Obs 143.21 East

Wednesday August - 3rd 1851

The first part of this day commences with moderate breezes from
 the S.E. and clear weather ship coming water employed in boiling oil
 saw several finback whales or saw the land to the northward of Cape Horn
 middle part light breezes latter part strong winds from S.E. and clouds
 over sea and wind heading S.W.

Lat By Obs 45.56 North
 Long By Obs 145.20 East

Thursday August - 4th 1851

The first part of this day commences with strong winds from S.E. and
 over cast weather ship by the wind heading E. all sail set water employed
 in boiling oil at 8 P.M. finished boiling middle part strong breezes
 at 4 P.M. commenced baking out fore hole to stow oil latter part
 strong winds saw one right whale chased without success all hands
 employed in stowing oil starboard side fore hole

Lat By Obs 45.51 North
 Long By Obs 145.30 East

129

Friday August 5th 1857

The first part of this day commences with strong winds from S.E. and cloudy weather ship craning all hands employed in stowing oil fore side starboard side at 2 P.M. saw several right whales starboard & starboard boat struck one took both of the lines & saw no more of him come on board finished stowing oil at 5 P.M. lowered again with out success middle part wind and weather the same as above at daylight called all hands commenced backing out between decks to fix a place for the bone latter part strong gale with rain double reefed the topsails & thus ends this day no obs

Saturday August 6th 1857

The first part of this day commences with strong gale of wind from S.E. and much rain all hands employed in stowing of the between decks at 1 P.M. heeled the foretop sail & jib middle part strong gale set the foretop sail at a light called all hands set the jib commenced cleaning bone latter part moderate all hands employed in scraping bone the observation this day

Sunday August 7th 1857

The first part of this day commences with a strong breeze from E.S.E. and cloudy weather ship craning double reefed topsails set all hands employed in scraping bone at 9 P.M. saw right whales lowered three boats starboard boat struck one at 5 P.M. took him to the ship and made him fast but the night part strong wind at daylight called all hands commenced cutting or parted one of the gages latter part strong breeze with a heavy swell from eastward all hands employed in cutting our whale the alien second officer of duty with a lame leg no observation

Monday.. August 8th 1859

The first part of this day commences with strong winds from "E." and cloudy weather all hands employed in cutting our whale at 11 P.M. finished cutting & set all hole topsails and commenced boiling middle part strong wind weather improved in boiling & scraping, some latter part strong gale from S.E. double reefed the topsails all hands employed in boiling and braking, out for hook's second officer sick

Tuesday August 9th 1859

The first part of this day commences with a strong gale of wind from S.E. and much rain ship cruising, watch employed in boiling oil at 9 P.M. perled the foretop sail middle part wind and weather much the same as above at daylight moderate breezes set the topsails latter part wind veered to "S." with cloudy weather no observation this day second officer of duty with a lame leg

Wednesday August 10th 1859

The first part of this day commences with moderate breezes from "S." and thick and foggy weather ship cruising, watch employed in boiling oil & cleaning some middle part calm and foggy at daylight clear weather at 10 A.M. fresh breezes from S.W. saw no whales of any kind no observation this day

153

Thursday August 11th 1857

The first part of this day moderate breezes from the westward and cloudy weather ship cruising watch employed in taking up & stowing oil at dark shortened sail in middle part fresh breezes at daylight called all hands commenced braking out fore hole to stow oil latter part fresh breezes all hands employed in stowing oil & braking out for hook's thus ends this day

Lat By Obs 45° 28' North
Long By Obs 146° 07' East

Friday August 12th 1857

The first part of this day moderate breezes from S.W. and cloudy weather all hands employed in braking out fore hole for hook's & stowing oil at 2 P.M. finished stowing oil at dark shortened sail middle part light airs at daylight made all sail latter part fresh breezes and clear weather one man of duty forward with a lame foot got his foot gamed with a cask of oil

Lat By Obs 45° 47' North
Long By Obs 146° 16' East

Saturday 13th 1857

The first part of this day commenced with light airs from S.E. and cloudy weather ship cruising all hands employed in scraping bone & at dark shortened sail middle part calm and foggy at daylight made all sail light airs from the southward latter part strong wind from S.W. with much rain one man back forward

Sunday August 14th 1857

The first part of this day commences with fresh breezes from the southward and overcast weather ship cruising saw one right whale chased without success at dark shortened sail middle part moderate breezes at daylight made all sail saw a plenty finback & latter part wind veered to S.W. with occasional fresh squalls observation this day one man sick forward

Monday August 15th 1857

The first part of this day commences with strong winds from S.W. and occasional rain squalls ship cruising at 2 P.M. saw one right whale chased without success at dark shortened sail middle part moderate breezes at daylight made all sail saw the land to be eastward also saw a plenty of finback whales latter part light airs

Lat - By obs 42.43 North

Long By obs 144.15 East

Tuesday August 16th 1857

The first part of this day commences with moderate breezes from the northward ship cruising watch variously employed about ships duty middle part calm at daylight light airs from the southward latter part light airs and clear weather saw a plenty of finback whales

Lat By obs.

Long By obs.

Wednesday August 17th 1857

The first part of this day commenced with fresh breeze from S.E. and
 rather thick weather and all sail set except mizzen and foremast, the wind
 is so variable distant 40 miles we saw one whale a small right whale
 seen, and latter part strong winds with cloudy & rainy weather no direction.

Thursday August 18th 1857

The first part of this day commences with strong winds from S.E. and
 thick & rainy weather ship cruising watch variously employed about ship
 starting at dark shortened sail middle part strong gale latter part strong
 gale of wind with much rain saw no whales of any kind

Lat By Obs.
 Long By Obs.

Friday August 19th 1857

The first part of this day commences with a strong wind from S.E. and
 thick & rainy weather ship under double reefed topsails & foresail at 1 P.M.
 set fore topsails course steered N.W. by W. middle part wind veered to the
 westward commenced blowing a strong gale furled foresail & fore topsail and close reefed
 maintopsail latter part wind moderated made all sail saw Cape Ann was bearing
 N.W. distant 40 miles also saw one right whale a young one to the westward

Lat By Obs. 45.4 8. North
 Long By Obs. 124. 21. East

Saturday August 20th 1858

The first part of this day commences with fresh breezes from S.W. and clear and pleasant weather. Cape Anauar distant 35 miles bearing N.N.W. Middle part fresh breezes at daylight - saw two right whales a young one. A.V. chased without success. Landed at 8 A.M. 3 miles distant all hands employed in getting casks ready for to take on shore for water at 9 A.M. Took a raft of 9 casks on shore latter part fresh breezes from S.W. clear & pleasant weather three boats crews on shore

Lat by obs 43.59 North
Long by obs 143.34 East

Sunday August 21st 1858

The first part of this day commences with fresh breezes from S.W. and clear and pleasant weather ship laying off and on at Cape Anauar three boats crews on shore for water & spars at 3 P.M. took our raft on board & filled the tanks at 4 P.M. made all sail course steered N.E. the remainder of the 24 hours latter part strong breezes with pleasant weather

Lat by obs 47.17 North
Long by obs 143.25 East

Monday August 22nd 1858

The first part of this day commences with a fresh breeze from S.W. and clear and pleasant weather course steered N.E. at 3 P.M. saw a large gun or right whales lowered four boats starboard boat on the east boat struck another the waist boat killed & sunk his whale lost 175 fathoms of line starboard boat cut his line on account of night com on board shortened sail middle part light breezes at daylight made all sail latter part light and foggy weather ship steering different courses to the eastward and obs

[57]

Tuesday August 23rd 1857

The first part of this day commences with moderate breezes from S.E. and fair weather ship cruising watch variously employed at dark shortened sail middle part thick fog at daylight clear weather made all sail stowed different courses to the eastward saw a plenty of finback whales latter part fresh breeze in evening

Lat By Obs
Long By Obs

Wednesday August 24th 1857

The first part of this day commences with fresh breezes from S.E.W. and clear and pleasant weather ship cruising at 3 P.M. saw several right whales chased but boat struck one at 5 P.M. took him to the ship commenced cutting parted one of the cutting balls at 1 P.M. finished cutting sett quarter watches at 9 P.M. saw several right whales chased without success latter part wind veered to S.E.

Thursday August 25th 1857

The first part of this day commences with strong winds from S.E. and thin cloudy weather ship cruising watch employed in boiling saw several right whales chased without success at 3 P.M. thick fog at dark shortened sail middle part strong gale latter part wind veered to N.E. blowing a strong gale with thick and rainy weather ship under double reefed main topsail or foresail saw several whales chased without success

Lat By Obs 49° 0' P. North
Long By Obs 146° 34' East

Friday August 26th 1857

The first part of this day commences with a strong gale of wind from S.W. and cloudy weather ship under double reefed maintopsail & foresail water employed in boiling middle part wind and weather much the same as above latter part more moderate with clear weather sett double reefed foretopsail & jib ship cruising saw no whales of any kind this day

Lat by Obs ^{Long} 12 6 47 East
Long by Obs 78 00 North

Saturday August 27th 1857

The first part of this day commences with strong gales from N.W.S. and clear weather ship cruising double reefed topsails sett watch employed in boiling saw several right whales chased without success middle part wind and weather the same as above latter part wind veered to N. strong gale with over cast weather at 11 A.M. finished boiling oil

Lat by Obs 48 49 North
Long by Obs 126 48 East

Sunday August 28th 1857

The first part of this day commences with a strong gale of wind from the westward clear weather ship cruising double reefed topsails sett saw several right whales chased starboard boat struck one & inches drawn middle part strong gales at daylight called all hands commenced baling out after sole larboard side to stow oil latter part all hands employed in stowing oil

Monday August 28th 1859

The first part of this day commences with strong winds from the south and cloudy weather ship cruising all boats employed in stowing oil saw two right whales chased without success at 5 P.M. finished stowing oil middle part light airs at daylight made all sail water part strong wind weather employed in making a cutting fall out of whale line thus ends this day at 6

Tuesday August 29th 1859

The first part of this day commences with strong gale of wind from S. with much rain at 4 P.M. furled foretopsail & jib ship under double reefed main and foresail middle part wind veered to N.W. clear weather strong gale latter part more moderate set and reeled topsails & jib ship cruising

Lat By Obs 48. 32. North
Long By Obs 146. 40. W.

Wednesday August 31st 1859

The first part of this day commences with a strong wind from N.W. and clear weather ship cruising saw several right whales chased without success came on board shortened sail for the night middle part strong breezes at daylight made all sail saw several right whales chased Larboard boat struck one & sent iron through the second iron parted short warp & latter part strong winds

Lat By Obs 48. 39. North
Long By Obs 146. 37. W.

Sept 1st 1858

The first part of this day commences with strong winds from the westward and clear weather ship cruising, saw several right whales chased without success Starboard & bow boatswains darted at one each of them & did not get fast at dark shortened sail middle part strong gale of wind from S.W. latter part more moderate ship under double reefed topsails & gill

Lat By obs 43° 28' North
Long By obs 147° 10' East

Friday Sept 2nd 1858

The first part of this day commences with strong winds from S.W. and overcast weather saw one right whale chased without success at dark shortened sail middle part more moderate at daylight made all sail ship cruising latter part strong breeze with some fog no observation

Saturday Sept 3rd 1858

The first part of this day commences with strong breezes from the westward and thick & foggy weather ship cruising, saw several right whales a going quick to windward chased without success at dark shortened sail middle part wind and weather the same as above at daylight made all sail saw several right whales latter part strong wind with rainy weather

Sunday Sept 4th 1857

The first part of this day commences with strong winds from S.E.W. and thick & rainy weather ship cruising saw several right whales chased without success at dark shortened sail middle part moderate breezes at day light all sail latter part fresh breezes with clear weather four boats chasing whales

Lat By Obs 48.52 North

Long By Obs 146.39 East

Monday Sept 5th 1857

The first part of this day commences with strong breezes from S.E. and clear weather ship cruising saw several right whales chased without success at dark shortened sail middle part moderate breezes wind veered to N. latter part strong breeze with thick fog ship steering course S.E. saw two right whale going quick

Lat By Obs 48.46 North

Long By Obs 147.07 East

Tuesday Sept 6th 1857

The first part of this day commences with strong breezes from N. and overcast weather course steered S.E. until dark shortened sail luffed to the wind heading East. through the night at daylight made all sail course steered S.E. the remainder of the day saw no right whales this 24 hours

Lat By Obs 47.58 North

Long By Obs 148.33 East

Wednesday Sept 7th 1859

The first part of this day commences with moderate breezes from S.W. and clear weather course steered S.E. until dark shortened sail middle part light airs at daylight made all sail wind veered to E. ship by the wind heading S.S.E. saw no whales

Lat By obs 27 33 North
Long By obs 128 22 East

Thursday Sept 8th 1859

The first part of this day commences with strong winds from E. ship by the wind heading S.E. all sail set watch employed about ship's duty at dark triced ship & shortened sail middle part moderate breezes at daylight made all sail saw several finbacks

Lat By obs 27 55 North
Long By obs 129 01 East

Friday Sept 9th 1859

The first part of this day commences with light breezes from S.E. and clear weather ship by the wind heading E.S.E. all sail set at dark shortened sail middle part moderate breezes at daylight set all sail latter part light airs and calm watch at leisure

Lat By obs 28 07 North
Long By obs 130 38 East

Saturday Sept 10th 1857

The first part of this day commences with strong breezes from S.E. and clear weather ship by the wind backing S.W. & all sail set middle part strong wind & thick cloudy weather latter part strong gale of wind from S.W. with rain ship lying under double reefed maintopsail & foretopmast stayed in direction this day.

Sunday Sept 11th 1857

The first part of this day commences with a strong gale of wind from S.W. and thick rainy weather at 1. o'clock P.M. the close reefed the maintopsail wind increasing to a heavy gale middle part wind moderated at daylight set like topsails and reefed to S.E. & latter part strong breezes with thick and rainy weather ship coming to no whales of any kind this ends this day.

Sept 10th 1857
 Long by obs. 27° 46' N
 Long by obs. 151° 32' E

Sunday Sept 12th 1857

The first part of this day commences with strong breezes from S.W. and occasional light & rain showers ship coming out sail set middle part eight sails and calms latter part wind varied to S.W. & thick and rainy weather saw several finback whales & no observation this day.

Tuesday Sept 13th 1859

The first part of this day commences with strong winds from N. N. E. and occasional fog & rain squalls ship by the wind. Heaving W. N. W. all sail set at dark shortened sail middle part strong gale of wind at daylight set double reefed topsails latter part more moderate saw one right whale going quick to windward

Lat by obs 48° 41' N
Long by obs 147° 03' E

Wednesday Sept 14th 1859

The first part of this day commences with strong breezes from N. N. W. and clear weather ship cruising patch employed in rearing & fitting new topsail clewing & reefing tables forward jib & staycel sheets at dark shortened sail middle part moderate breeze at daylight made all sail wind overed to S. S. W. latter part strong gale of wind at 10 A.M. split the maintopgallant sail saw two right whales at 11 A.M. double reefed the topsails & furled the jib

Lat by obs 48° 59' N
Long by obs 140° 59' E

Thursday Sept 15th 1859

The first part of this day commences with a strong gale of wind from S. S. W. and clear weather at 1 P.M. furled the foretopsail wind increasing middle part strong gale latter part more moderate set double reefed topsails ship cruising no observation this day

Friday Sept 16 1859

The first part of this day begins with strong winds from S.W. and thick foggy weather ship cruising double reefed topsails sett watch employed in bending a new maintop sail middle part calm and foggy latter part light airs from S.E. and thick cloudy weather at night the foretopmast studding sail hoisted & several fishback whales in observation this day.

Saturday Sept 17th 1859

The first part of this day commences with light airs from S.E. & and thick cloudy weather ship cruising all sail sett watch employed in bending a new maintop sail at dark shortened sail middle part wind veered to N.W. & commenced blowing a strong gale of wind latter part more moderate sett double reefed topsails & foresail corse steered N.E. by compass.

Lat By Obs.
Long By Obs.

Sunday Sept 18th 1859

The first part of this day commences with strong winds from the west and overcast weather corse steered N.E. by compass at 4 P.M. bent a new foretop sail at dark shortened sail middle part light breezes at daylight sett fore topsails latter part fresh breezes with thick and rainy weather in observation the day.

Monday Sept 19th 1859

The first part of this day commences with strong breezes from W.N.W and thick & rainy weather course steered N.E. by E. until dark shortened sail hauled to the wind heading S. Middle part strong gale of wind latter part strong gale with heavy rain ground ship under double reefed maintopsail & foretopmast stayed heading S.W. the cook sick off duty.

Tuesday Sept 20th 1859

The first part of this day commences with strong winds from W.N.W and squally weather ship crusing under easy sail saw no whales of any kind middle part more moderate at daylight set fore topsails one sail insight at 10 A.M. spoke the ship Taurus of New Bedford five humped bills on this season Capt went on board & cook sick thus ends this day.

Wednesday Sept 21st 1859

The first part of this day commences with moderate breezes from S.E. and cloudy weather Capt on board of the ship Taurus at 6 o'clock P.M. returned on board shortened sail and wired to E. S.E. commenced blowing a heavy gale close reefed maintopsail & set mainstayed latter part wind increasing split mainstayed & blown away foretopmast stayed thus ends

Thursday Sept 22nd 1857

The first part of this day commences with a heavy gale of wind from E.S.E. and thick rainy weather one ship insight ship under close reefed main topsail at four P.M. wind moderated bent a new foretopmast stayed & made for moderate breezes at daylight made all sail latter part wind veered to N.E. light breezes and cloudy weather

Lat By obs. 51.23 North
Long By obs. 151.59 East

Friday Sept 23rd 1857

The first part of this day commences with moderate breezes from the eastward cloudy weather ship by the wind heaving S.E. all sail set one sail insight steering the same as our selves at dark took in light sails middle part moderate breezes at daylight set all sail latter part fresh breezes from N.E. clear weather

Lat By obs 50.49 North
Long By obs 153.00 East

Saturday Sept 24th 1857

The first part of this day commences with moderate breezes from N.E. overcast weather course steered E.S.E. all sail set three sail insight steering the same as ourselves middle part light airs latter part fresh breezes from N.E. cloudy weather watch variously employed about ships duty saw no whales or any kind

Lat By obs.
Long By obs.

Sunday - Sept 25th 1857

The first part of this day commences with moderate breezes from N.W. and clear weather course steered S.E. by E. two sail insight at 4 o'clock P.M. spoke the ship M.M. Thompson of New Bedford Capt. went on board at dark shortened sail at 6 P.M. Capt. returned on board & middle part calm at daylight sett all sail saw two of the islands at 10th part light airs & calms course steered E.S.E. for topmast & lower standing sails sett

Lat by obs. 49.57. North
Long by obs. 155.14 East

Monday - Sept 26th 1857

The first part of this day commences with moderate breezes from N.W. and clear weather course steered E.S.E. through the Porpoise shore passage at 2 P.M. luffed to E by S. ship M.M. Thompson in company with us middle part moderate breezes latter part wind veered to W. light breezes and clear & pleasant weather

Lat by obs. 49.07. North
Long by obs. 157.47 East

Tuesday - Sept 27th 1857

The first part of this day commences with strong breezes from N.W. and clear weather course steered E by S. all sail sett watch variously improved about ships duty middle part wind veered to N.W. latter part strong winds one sail insight steering the same as ourselves

Lat 49.06. North
Long 160.59. East

Wednesday, Sept 27th 1857

The first part of this day commences with fresh breeze from N.E. and clear sunny weather ship by the wind heading to the S.E. all sail set at 10. P.M. wind veered to be tacked ship heading E.N.E. the remainder of the 22 hours latter part moderate breeze watch employed in repairing foresail

Lat by obs 27.25. North
Long by obs 164.57. East

Thursday, Sept 28th 1857

The first part of this day commences with moderate breezes from the S.E. and overcast weather ship by the wind heading to the S.E. all sail set at 10. P.M. wind veered to be tacked ship heading E.N.E. the remainder of the 22 hours latter part moderate breeze watch employed in repairing foresail

Lat by obs 28.29. North
Long by obs 166.24. East

Friday, Sept 30th 1857

The first part of this day commences with strong winds from S.E. and cloudy weather ship by the wind heading E.N.E. all sail set watch employed in repairing foretop sail middle part strong gale took in light sails & double reefed top sails latter part wind veered to S. strong gale fresh weather

Saturday Oct 1st 1859

The first part of this day commences with strong gale of wind from S. & rain and rainy weather course steered E. Double reefed topsails sett middle part wind increasing to a heavy gale close reefed the topsails & foremast and jib at 6 A.M. while drawing water in the waste a man fell from the rail overboard called all hands lowered a boat & picked him up without any injury latter part more moderate sett fore topsails & topgallant sails

Sunday Oct 1st 1859

The first part of this day commences with fresh breezes from S.W. and clear weather course steered E.S.E. all sail sett watch employed about variously about ships duty middle part moderate breezes latter part light airs with over cast weather thus ends this 24 hours

Lat By obs 46. 20. North
Long By obs 179. 20. West

Sunday
Monday Oct 2nd 1859

The first part of this day commences with moderate breezes from the westward course steered E.S.E. all sail sett watch employed in repairing foretopgallant sail middle part wind and weather the same as on latter part fresh breezes with thick and cloudy weather as on this day

Monday Oct 3rd 1857

The first part of this day commences with fresh breezes from S.W. and thick cloudy weather, course steered E. S. E. all sail set middle part wind veered to S. S. E. ship by the wind heading & at daylight commenced baking out after hole to take account of the provisions & latter part moderate breeze

Tuesday Oct 4th 1857

The first part of this day begins with strong breezes from S. E. and thick & rainy weather all hands employed in baking out after hole to take account of the provisions & middle part wind veered to N.W. latter part strong breezes course steered E. S. E. all sail set

Lat 14 24 16 North
Long 172 44 W.

Wednesday Oct 5th 1857

The first part of this day commences with strong breezes from the westward with overcast weather, course steered E. S. E. all sail set all hands employed in washing home middle part wind veered to N.W. strong breezes latter part wind still veering to the eastward ship by the wind

Lat 22 28 North
Long 168 02 West

Thursday Oct 6th 1859

The first part of this day commences with moderate breezes from the eastward ship by the wind heading S. & E. all sail set all hands employed in washing home middle part strong gale of wind from S. & E. with rain furlled the foretop sail & fore sail latter part more moderate set fore top sails & main top sail four men sick & dory.

Lat 41.04 North
Long 168.41 West

Friday Oct 7th 1859

The first part of this day begins with strong winds from S and overcast weather ship by the wind heading E. S. & E. all hands employed in washing home middle part wind veered to the westward latter part strong breezes & clear weather course steered S & by E all sail set

Saturday Oct 8th 1859

The first part of this day commences with strong breezes from the westward clear weather course steered S & by E all sail set all hands employed in washing home & middle part moderate breezes latter part wind veered to S W. fresh breeze clear weather

Lat 39 39 North
Long 166 39 West

Sunday Oct 9th 1858

The first part of this day commences with moderate breezes from the westward and over cast weather course steered S.E. all sail set watch at leisure middle and latter parts wind and weather much the same also about the observation this day for some side of duty one with the survey.

Monday Oct 10th 1858

The first part of this day begins with moderate breezes from the westward with over cast weather course steered S.E. all sail set all hands employed in washing bone at 6 P.M. finished washing the bone middle part calm latter part light airs from N.W. thus ends this day.

Lat by obs 36° 21 North
Long by obs 162° 33 West

Tuesday Oct 11th 1858

The first part of this day commences with light-airs from the westward with over cast weather course steered S.E. all sail set all hands employed in bracing mast & cleaning out between decks middle part light-airs latter part strong breezes three men of duty side

Lat by obs 35° 33 North
Long by obs 161° 38 West

Wednesday Oct 12th 1859

The first part of this day commences with strong winds from the southwest over cast weather ship by the wind heading to the eastward all hands employed breaking out between decks to clean out the quarry & middle part strong winds took in light sails & latter part strong gale from S.E. with rain

Thursday Oct 13th 1859

The first part of this day commences with strong gale of wind from S.E. with much rain ship by the wind heading & double reefed topsails sett middle part wind increasing fresh fore & topsail latter part strong gale sett close reefed fore & topsail all hands employed in washing ship & its ends

Lat 35 15 North
Long 160 03 West

Friday Oct 14th 1859

The first part of this day commences with strong gales from the S.E. & over cast weather ship by the wind heading & with double reefed topsails sett all hands employed in washing ship middle part more moderate latter part wind veered to S by W

Lat 35 12 North
Long 156 51 West

20]

Saturday, Oct 15th 1857

The first part of this day commences with strong breezes from the southward clear weather ship by the wind heading S.E. all sail set double reefed topsails set watch employed about various jobs middle part more moderate latter part all sail set and at A.S.M. there are sick of fever thus ends this day

Lat 35.14 North
Long 155.36 West

Sunday, Oct 16th 1857

The first part of this day commences with strong breezes from S.E. clear weather ship by the wind heading S.E. all sail set watch variously employed about ship's duty middle part more moderate latter part light airs & clear weather thus ends this day

Lat by Obs 32.14 North
Long by Obs 155.21 West

Monday, Oct 17th 1857

The first part of this day commences with strong breezes from S.E. & overcast weather ship by the wind heading S.E. all sail set watch employed about various jobs & middle part occasional squalls latter part wind veered to N.W. strong breezes were started & all sail set

Lat by Obs 32.31 North
Long by Obs 153.56 West

1859

Tuesday Oct 18th 1859

The first part of this day commences with moderate breezes from the westward & occasional rain squalls course steered S all sail set - middle part wind veered to N.W. latter part light breezes clear weather one sail insight steering the same as our self's watch employed about the rigging or three men sick

Lat 31.10 North
Long 153.55 West

Wednesday Oct 19th 1859

The first part of this day commences with moderate breezes from the westward course steered S all sail set one sail insight - middle part light airs latter part light airs & calms watch employed in service & fitting fore stays

Lat 28.29 North
Long 153.50 West

Thursday Oct 20th 1859

The first part of this day begins with light airs from N.W. and pleasant weather course steered S by E all sail set one sail insight steering S. watch employed about the rigging middle part calm latter part fresh breezes from N.W. with clear and pleasant weather

Lat 26.28 North
Long 153.58 West

Friday Oct 21st 1858

The first part of this day commences with fresh breezes from N.W. with occasional rain squalls course steered S.W. all sail set. Middle part wind veered to N. Strong breeze three sail insight steering to the southward watch employed in fitting the anchor gear.

Lat 23.41 North
Long 154.23 West

Saturday Oct 22nd 1858

The first part of this day commences with strong winds from N.E. & clear weather course steered S.W. all sail set. Three sail insight at steering to the southward & watch employed about repairs. Middle and latter parts wind and weather much the same a few three men sick of duty.

Lat 21.23 North
Long 154.33 West

Sunday Oct 23rd 1858

The first part of this day commences with fresh breezes from E.N.E. and clear weather course steered S.W. Three sail insight steering to the southward at 2 o'clock P.M. saw the island of Oahu distant 20 miles bearing S.W. at 8 P.M. took in light sails huffed to the wind heading N.E. east end of course distant 8 miles at middle part wore ship to the southward at daylight made all sail steered for the passage latter part fresh breezes & sail insight steering the same as our self.

Monday Oct 24th 1858

The first part of this day commences with light airs and calms ship arriving into the anchorage of Lahaina at 4 o'clock P.M. on 15 anchor in 13 fathoms water gave the ship 40 fathoms chase & furled sails at 16 ships at anchor at 5 P.M. Capt went on shore middle part calm latter part all hands employed in getting spars from shore on board the ship & thus ends this day

Tuesday Oct 25th 1858

The first part of this day commences with fresh breezes from the westward ship laying at anchor at Lahaina main cap on shore at 4 o'clock P.M. took our anchor made all sail bound to Honolulu middle & latter parts light airs and calms

Wednesday Oct 26th 1858

The first part of this day begins with light airs and calms ship steering to the westward Honolulu distant 25 miles bearing N.W. by W at 9 A.M. luffed to the wind foretop sail abaft thus remained until daylight at daylight made all sail steered for Honolulu harbor at 8 A.M. the steam tug towed the ship in to the harbor & thus ends this day

109

Thursday Oct 27th 1851

The first part of this day light airs with clear and pleasant weather all hands employed in moving ship while last of day rather hard employed in making ship water clear

Friday Oct 28th 1851

Wind part of the day light airs with clear and pleasant weather all hands employed in moving ship while last of day rather hard employed in making ship water clear

Saturday Oct 29th 1851

Wind light airs with clear and pleasant weather all hands employed in moving ship while last of day rather hard employed in making ship water clear

Sunday Oct 30th 1851

Wind light airs with clear and pleasant weather all hands employed in moving ship while last of day rather hard employed in making ship water clear

Monday Nov 1st 1851

Wind light airs with clear and pleasant weather all hands employed in moving ship while last of day rather hard employed in making ship water clear

Tuesday November 2nd 1851

Commenced with light airs with clear and pleasant weather all hands employed in moving ship while last of day rather hard employed in making ship water clear

Wednesday 31 March 1891

The day was very fine with light air & calm. I went out for a walk in the morning & found the water very low. The tide was out at 10 AM & the water was very shallow. I saw many birds on the beach & in the water. The weather was very pleasant & the day was very fine.

Thursday 1st

The day was very fine with light air & calm. I went out for a walk in the morning & found the water very low. The tide was out at 10 AM & the water was very shallow. I saw many birds on the beach & in the water. The weather was very pleasant & the day was very fine.

Friday 2nd

The day was very fine with light air & calm. I went out for a walk in the morning & found the water very low. The tide was out at 10 AM & the water was very shallow. I saw many birds on the beach & in the water. The weather was very pleasant & the day was very fine.

Saturday 3rd

The day was very fine with light air & calm. I went out for a walk in the morning & found the water very low. The tide was out at 10 AM & the water was very shallow. I saw many birds on the beach & in the water. The weather was very pleasant & the day was very fine.

Sunday 4th

The day was very fine with light air & calm. I went out for a walk in the morning & found the water very low. The tide was out at 10 AM & the water was very shallow. I saw many birds on the beach & in the water. The weather was very pleasant & the day was very fine.

Monday 5th

The day was very fine with light air & calm. I went out for a walk in the morning & found the water very low. The tide was out at 10 AM & the water was very shallow. I saw many birds on the beach & in the water. The weather was very pleasant & the day was very fine.

105

Monday 5th 7th 28

Commenced with light air & pleasant weather
was employed in loading ship & various other things
about the ship. The boats

Tuesday 6th

Commenced with light air & pleasant weather
was employed in loading ship & various other things
about the ship. The boats

Wednesday 10th

Commenced with light air & pleasant weather
was still engaged in loading ship & various other things
about the ship. The boats

Thursday 11th

Commenced with light air & pleasant weather
local ships came into the harbor in afternoon & part
of the day were employed in loading ship &
various other things about the ship. The boats

Friday 12th

Commenced with light air & pleasant weather
was employed in loading ship & various other things
about the ship. The boats

Saturday 13th

Commenced with light air & pleasant weather
at dusk the all came in

about 10 o'clock. The boats

Sunday 14th

Commenced with light air & pleasant weather
went to make the painting of the boats

Monday 15th

Commenced with light air & pleasant weather
& various other things about the ship. The boats

Log of Ship Carolina Captain V Harden

Wednesday Decr the 14th 1859

Comm. with fine pleasant weather the wind from the E and ENE steering by the E saw 2 ships standing the same midall and latter part of the day is ends this day employed in ships duty.

Thursday Decr the 15th 1859

Comm. with light winds from the E SE and SSE heading S and SW saw 3 ships and a gahow plain all day midall and latter part much the same the winds from the S to SW so ends this day steering by the wind heading S E by S Latt 20.27 S Long 159.07 W

Friday the 17th 1859

Comm. With light breezes from the S.W steering by the wind heading S E one ship in sight standing the same midall and latter part the watches employed in ships duty so ends this day

Latt 19.03 N
Long 159.09 W

Sunday 18th 1859

Comm. With fresh breezes from the S.W steering by the wind heading S E saw 2 ships. The watches employed in ships duty all well midall and latter part much the same so ends this day

Latt 17.24 N Long 158.40 W

Monday 19th 1859

Comm. with light breezes from the S.W steering by the wind heading S E 1/2 S saw nothing worth of note except 2 pinbacks midall and latter part fitting Larboard and Waste Boats so ends this day

Latt 15.53 N Long 155.33

Tuesday 20th 1859

Comm. With light winds from S and S.W 1/2 W saw a few pinbacks all the watches employed in ships duty for and at midall part about the same latter part employed in ships duty so ends this day the wind from N E steering by the E Latt 15.44 N Long 156.03

Ship Carolina Captain H. C. Harden Master

Wednesday the 21st Dec. 1859

Com

With light N E breeze steering S by E the watches
employed in ships duty all well fore and aft
midst part much the same latter part the same
so ends this day employed in ships duty
Lat 14.20 N Long 155.59 W

Thursday 22 1859

Com

With fresh breeze from the N E steering S by E
the watches employed in ships duty fore and
aft - midst and latter part strong breeze from the
N E and squally steering S by E so ends this day
Lat 11.39 S Long 156.13

Friday 23 1859

Com

With fresh breeze from the N E and squally
steering S by E saw a few black fish the watches
employed in ships duty midst and latter
part about the same saw nothing worth
of note so ends this day
Lat 8.41 N Long 156.18 W

Saturday 24th 1859

Com

With strong N E trade winds steering S by E
all the watches employed in ships duty fore and
aft saw nothing worth of note midst and
latter part squally and heavy rain so ends this
day heading SSW under double reef topsails

No Observations

Sunday 25 1859

Com

With light rain weather the wind from E S E
to E saw one ship 2 points above on weather
bow steering S by E midst and latter part
squally strong with the wind from the
N E steering S by E the wind heading SSW saw
nothing worth of note so ends this day
Lat 6.14 N Long 156.30

Ship Carolina (Captain S. C. Harden Master)

Monday Dec^r the 26 1859

Com

with light winds until about 7 AM then squall the wind
balled to S E by E heading S W saw nothing worth of
note all well fore and aft midel and latter part about the
same so ends this day imployed in ships duty fore and
aft

Lat 5.28 N Long 157.15 W

Tuesday the 27th 1859

Com

with fresh breezes from the E S E heading S W the
watches imployed in ships duty fore and aft all well
midel and latter part much the same the wind
balled about a point to the E heading S W the watches
imployed in ships duty fore and aft so ends this day

Lat 4.28 N Long 157.19 W

Wednesday the 28th 1859

Com

with fresh breezes from the E S E heading S W the
watches imployed in ships duty all well fore and
aft saw nothing worth of note midel and
latter part about the same at 8 PM kept off
S by W set the maintopgallant sail so ends this day

Lat 2.58 N Long 158.25 W

Thursday the 29th 1859

Com

with fresh breezes from the E steering S by W
the watches imployed in ships duty all well
fore and aft saw nothing worth of note except
a few Cowfish and Birds midel and latter part
much the same saw nothing worth of note
so ends

Lat 0.18 N Long 159.21 W

Friday the 30th 1859

Com

with fresh breezes from the E steering S by W
the watches imployed in ships duty fore and
aft all well midel part laying aback
it being clear looking for Jarvis Island
at 5 1/2 PM kept off S by E saw the island
and the Clippa ship Webfoot Captain Hays

Lat 0.22 S Long 160.08 W

Ship Carolina T. C. Harden Toaster

Saturday Dec 31st 1859

Com--
Molasses Vinago Ham off

Lat 00 55 S
Long 162 57 W

with in pleasant weather the wind from the ESE steering WSW mid and latter part much the same saw nothing worth of note all hands employed in ships duty fore and aft so ends this day

Com--
Boat

Sunday the First Day of January 1860

With a happy new year pleasant weather the wind from the ESE steering WSW until 3 o'clock steering W by N the watches employed in ships duty fore and aft mid and latter part much the same so ends this day

Lat 1. 16 S

Long 162. 57 W

Monday 2 1860
With pleasant weather the wind from the ESE steering SW until 3 o'clock the steering NW at 6 hours too heading to the N with the head yards aback at the watches mid and latter part much the same at 5 1/2 o'clock Kept of W by S so ends this day

Lat 00 52 S
Long 164 33 W

Tuesday the 3rd 1860.

with in pleasant weather from the ESE steering W by S until 6 PM hours too with the head yards aback employed in ships duty fore and aft mid and latter part much the same at 5 1/2 Kept of steering WNW all hands employed in ships duty fore and aft so ends this day

Lat 00 21 S
Long 165 53 W

Ship Carolina Captain J C Harden Master

Wednesday Jan the 4th 1860

with fresh breezes from the ESE
steering SW until 5 AM home to
the head yards aback dubell reef topsail
the watch employed in ship's duty
fore and aft midel and latter best much
the same at 5 1/2 PM kept of SW so ends this day

Lat 00 12 S
Long 167 35 W

Thursday the 5th 1860

with fresh breezes from the ESE
steering SW until 5 AM home to
the head yards aback dubell reef topsail
the watch employed in ship's duty
fore and aft midel and latter best much
the same at 5 1/2 PM mainted air steering
SW so ends this day

Lat 1 11 S
Long 169 03 W

Friday the 6th 1860

with fresh breezes from the ESE steering
SW the watch employed in ship's
duty fore and aft at 6 AM home to
dubell reef topsail Lageny with the head
yards aback midel and latter best much
the same so ends this day steering
SW

Lat 3 13 S
Long 170 27 W
To S House of Beef

Saturday the 7th 1860

with fresh breezes from the ESE
steering SW until 6 AM home too and
dubell reef the fore topsail the watch
employed in ship's duty fore and aft
midel and latter best much the
same at 5 1/2 PM kept of SW
mad sail so ends this day

Lat 3 12 S
Long 171 38 W

Sunday the 8th 1860

with fresh breezes from the ESE
steering SW until 12 3/4 PM then
at 8 hours too heading to the
North the watch employed in ship's
duty midel and latter best much
the same so ends this day

Lat 3 14 S
Long 173 12 W

Ship Carolina Captain J. C. Harden Master 1860

6 a-

Lat 3. 57 S
Long 174. 53 W

Monday Jan the 7th 1860

with fresh breezes from the ESE
steering S. W. untill 8 1/2 AM hours
too dubell reef topsail's head and
back heading to the E. midis and
latter part about the same at
8 PM Kept off steering N. E. W.
so ends this day see 2 ship

6 am

Tuesday the 10 1860

with fresh breezes from the ESE
steering N. E. W. saw nothing worth
note at 6 Came to the wind heading
S with dubell reef topsail's head and
back midis and latter part midis

Lat 4. 35 S
Long 176. 38 W

The same at 5 1/2 PM Kept off 11 1/2
made sail matches imployed in
ships duty fair and off

6 am

Rice Beans Coffee
Dried Apples

Wednesday the 11 1860

with fresh breezes from the
ESE steering N. E. W. untill 2 AM
steering S. W. saw nothing worth
of note the watches imployed
in ships duty fair and off
midis and latter part about the
same at 5 1/2 AM Kept off N. E. S
so ends this day.

Lat 4. 49 S
Long 178. 00 W

6 am

Thursday 12 1860

with light breezes from the ESE
and ENE steering N. E. W. saw nothing
worth of note at 8 1/2 hours about the
head yard heading N. W. with the
wind from the N. E. L. N. midis
and latter part steering at 5 1/2
took in the Lard and anchor and
then stocked it so ends this day

Lat 4. 11 S
Long 178 10 W

114. Caroline (H.S.C. Hordm.)

Friday the 13th 1860

Came with light ones from the Cst until about 1st M. Came a heavy squall of rain and a fresh breeze strong E by N at 8th steering W by S mides and latter part much the same at 8 P.M. saw sperm whales lowered but without success. Some on board so ends this day, working to the C.V. with the wind from the C.V. N.

Lat 41.30 S.
Long 179.30 W.

Saturday 14th 1860

Came with fresh breezes from the N.W. The ship working to the windward under all sail at 8th M. shortened sail heading W by S mides and latter part heading E by N then steering NW by W at 10 P.M. saw sperm whales lowered. The starboard boat put out. Long 179 36 about killed so ends this day chasing.

Lat 31.45 S
Long 179 36

Sunday the 15th 1860

Came with fresh breezes took the whole along side and began to cut at 5 A.M. and at 7 stopped down took of his head and saw mides and latter part much the same saw nothing at 5 P.M. called all hands and finished cutting at 7 so ends.

Lat 31.58 S
Long 179.44 W

Monday the 16th 1860

Came with fresh breezes from the Cst steering by the wind heading at 4 A.M. under ship heading S E at 8 P.M. the watches mides and latter part much the same employed in boiling so ends this day steering to the S.W.

Lat 41.30 S
Long 179.33 W

Ship Carolina Captain S C Hardend Master

January Tuesday the 17th 1860

Com with present weather the wind from the N.E. steering N.W. the watches employed in hauling at 5 finished boiling the blubber and put on the fore lean sides and latter part - much the same so ends this day steering N.W.

Lat 3.38 S
Long 178.00 E

Wednesday the 18th 1860
Com with fresh breezes from the N.E. saw nothing worth of note the watches employed in ship duty fore and aft - midis and latter part - much the same so ends this day steering N.W.

Lat 2.48 S
Long 178.39 E

Thursday the 20th 1860
Com with light breezes from the N.E. saw nothing at 4 AM saw Rocks Island steering N.W. distance 10 miles bearing N.W. at sun down at 7 was ship bearing E S E under short sail at 1 PM was ship again bearing N.W. at day light kept off for it sun down the natives came of but we got nothing at 2 PM kept off N.W.

Lat 2.26 S
Long 178.43 E

Saturday the 21st 1860
Com with light winds from the N.E. steering N.W. saw nothing worth of note Cooper and Stowed down 33 barrels spearm oil midis and latter part about the same saw a few black fish employed in ship duty so ends

Lat 1.20 S
Long 178.11 E

Ship Caroline Captain H. C. Hoar

Sunday Jan the 22 1861

Come with fine pleasant weather the wind from the ENE steering NW until 5 3/4 AM stand W by N saw one finback the watches employed in ships duty fair and all night and latter part much the same saw nothing worth of note

Lat 00 50 S
Long 170. 30 32 E

Car

Monday the 23 1860
with fine pleasant weather the wind from the ENE steering NW until 7 3/4 PM then all night fair and all night and latter part the same saw nothing much at 12 PM saw Ocean Island hailed the wind until daylight - Kept of W by N so ends

Lat 00 31 S
Long 169. 03 E

Come

Tuesday the 24th 1860
with fine pleasant weather the wind from the ENE steering W by S at 3 AM saw a ship to the E of us watched employed in ships duty and latter part, Calcut saw 2 ships one a Cutter so ends this

Lat 00. 20 S
Long 168. 15 E

Day

Wednesday the 25th 1860

Remarks onboard Light winds and variable steering W saw one ship a Cutter the watches employed in ships duty at 7 started East and hailed a back the fore for the night and part rainy at 6 PM saw present Island bearing 115 12 miles distance at 4 PM came aboard and a few minutes began to trade with them got a few hogs and Chickens so ends the

Lat 00 25 S
Long 167. 23 E

Day

Ship Carolina Captain T. C. Harden Charter

January Thursday 26th 1860

51 hogs 40 Chickens 3000—
Coconuts

Lat 00.08 N
Long 166.33 E

with strong breezes from the
N.E. & E. Layenz off and on at Pleasant
Island at 4 A.M. finished trailing
and kept off N.W. with 51
hogs and 40 Chickens 3000 Coconuts
midst part Calm latter part
light winds from the N.E. and
N.W. so ends this day

Friday the 27th 1860

Can with light winds from the N.W. &
steering by the wind heading N.W.
and N.W. by N killed 2 pigs at
2 1/2 A.M. at 6 the wind shifted from

Killed 2 hogs

N.E. to S.E. and began to rain
steering N under all sail saw no other
vessels of note employed in ships &
Dutery for and off midet and
latter part the wind shifted from
S.E. to N.W. ship steering N for
a course so ends this day heading
N.W. by E

Lat by D.R. 01.36 N
Long by D.R. 167.18 E

Saturday the 28th 1860

Can with fresh breezes from the N.W.
until 8.34 A.M. the wind shifted
to the W.S.W. and then S.W. steering

4 Chickens

N.W. plenty rain saw a few
Black fish employed in ships duty
for and off midet part the same
latter part light winds from the
W. & N. so ends this day

Lat 03.38 N
Long 166.38 E

Sunday the 29th 1860

Can

with fair pleasant weather the wind
from the S. & S.E. at 1.1/2 P.M. the
tacked ship heading N.W. by N
employed in drying potatoes and
picking them over midet and
latter part no wind the same so ends
this day

Ship Carolina Captain T. E. Hurdon Master

January Monday the 30th 1850

Came with fresh breezes from the SE to NE accompanied with rain steering NW by W saw nothing worth of note mid and latter part much the same at 9 AM Luffed to the wind heading N at 5 Kept of heading NW by W so ends this day

Killed 3 Chickens

Lat 16.30 N

Long 164.12 E

Tuesday the 31st 1850

Came with strong breezes dubell reef the topsails at 1 turned them out again steering NW by N saw nothing the watches employed in ships duty fore and aft mid and latter part

Lat 16.00 N much the same at daylight saw Long 161.39 E nothing Kept of NW by N at 7 PM Kept of W so ends this day

1850 Wednesday the 1st day Feb
Came with fresh breezes from the SE to steering NW by S the watches employed in ships duty fore and aft mid and latter part much the same at 12 PM hove to with the head yards abaft at 5 Kept of SSW so ends this day at Wellington Island

Feb Thursday the 2^d 1850
Came with breezes from the SE to 2 N E Sailing of and on at Wellington Island got 1700 Coconuts 2 green

100 Coconuts Trustel 12 Baskets of Tones

3 Green Trustel at 5 PM Kept of NW by W

12 Baskets of Tones for Ascension at 10 AM hove to

Killed 2 Dogs

with the head yards abaft and at 5 PM Kept of for ascension steering NW by N at 8 PM saw the Island bearing NW by S so ends this day with the Pilot on board

Ship Carolina Captain J. C. Hasden Master

Feb. 3^d 1860

Friday Feb 3^d 1860

Came with fresh breezes from the N.E. got into the harbor of Ascension at 2 A.M. in company with 4 ships the Omega Florence Trovesburg Russia South Boston Broke out water at 4 1/2 it began to rain midday and latter part much the same at 5 1/2 P.M. called all hands and began to break out water sent 66 Barrels and 20 gallons of Casks ashore to fill brok out 90 barrels and put it in the tank moved ship out did so ends this day

Saturday Feb 4th 1860
Came with strong breezes from the N.E. accompanied with rains 2 boats employed in cutting iron pipes got 280 to day and finished washing ship midday and latter part much the same so ends this day painting ship in ascension

On Bennett of
Boat

Sunday Feb 5th 1860

Came

with pleasant weather the wind from the N.E. all hands employed in taking a raft of 12 Casks of fresh water on board and stowed it sent 18 casks to fill

Trovesburg called to day

South Boston called to day

1 Boats

Painted one side of the ship and took sand the lands on one side midday and latter part the same at 8 P.M. the South Boston got underway and went to sea so ends this day

Monday Feb 6th 1860

Came

With pleasant weather the wind from the N.E. laying to an anchor in ascension in company with the Barb Florence and Omega went all hands ashore 6 men came of the rest did not come of this day

Ship Carolina Captain Warden M

Dec. 7th 1860 Tuesday 7th 1860

Com with rain squally weather with
at 1 PM Went to the line to look
for them but without success mine
1 Team Beef part the Capt. went ashore took
of the men that were left here the
same pains this day

Wednesday 8th 1860

Com with strong breeze from the S.W. saying
in session with 6 deserters on shore
employed in ship duty got of 13 Casks
of water and stowed a part of it
midst part much the same at 5 PM

Called Ship Come Called all hands stowed the remainder of the
water and got of 1 Boat Load of wood and
began to paint the Starboard side so ends

Thursday 9th 1860

Com with present weather employed in painting
10 gallons Molasses and 10 gallons of wood and sent 9 Casks in to fill
8 PM Sailed
Honan with water heard nothing of our men
midst and latter part much the same
at 5 PM Called all hands and got of a
boat Load of wood so ends this day

Friday 10th 1860

Com with rainy squally weather the wind from
the S.W. got of 2 boat Loads of wood
and a raft of 9 Casks of water and
stowed it heard nothing of our men
midst and latter part much the same
at 5 PM Called all hands and went
after wood got 2 boat Loads so ends this
day

Saturday 11th 1860

Com with present weather got of 3 boat Loads of wood
heard nothing from our men midst and latter
part the same the Capt. went ashore and
got one of our men got of 2 boat Loads of wood
so ends this day

Ship Carolina Captain J. C. Gordon Master

Feb. the 12th 1860 Sunday

Barb. Florence
called to Fair

Com. with pleasant weather the wind
from the N.E. got - of the last of
the wood 1 Boat Load 18 Boat Loads
in all the ship ready for sea except
3 men mides and Little part mides
The same at 8 P.M. called all hands
taken Drew from the Ship Ropes
came on board from the sea harbor
so ends this day with 2 strangers
for the shore on board

Monday the 13th 1860

Com. with fine pleasant weather wind from
the N.E. laying waiting for our men
men Captain Drew went down to
sea harbor first part ship ready for
sea except our men mides part -
The same at 8 P.M. called all
hands and on mides ship went ashore
and got a man that belonged to
the Barb. Florence lost one of the men
that came on board but got another
so ends this day

Tuesday the 14th 1860

Com. with fine pleasant weather the
wind from the N.E. laying
in Ascension waiting for our men
went ashore for D.D. if we could
hear anything from there
but without success mides and
Little part rainy weather at 8 P.M. called
all hands got underway came out of
Ascension mides harbor sent the boats
in the boat and got the Rege Camof
and run down to the sea harbor Captain
Drew came of bought some things
so ends this day steering W.S.W.

Ship Carolina called
to day

Ship Carolina Captain J. C. Howard Master

Feb. the 15th 1860

Monday the 15th 1860

Com
15,000 gallons molasses
Forward
Lat 8.36 N
Long 156.22 E

with light baffling winds from the S E steering W by N until 6 AM steering S by E took in the foretopgallant sail steering becalm midel part ringed reef the foretop sail latter much the same this day, employed in ships duty fore and aft.

Tuesday the 16th 1860

Com
Lat 10.43 N
Long 154.04 E

with strong breezes from the N E steering W by N saw nothing worth of note - set hole fore top sail at 4 3/4 AM the watches employed in ships duty midel part much the same. at 10 PM Recd. of W by N so ends this day

Wednesday the 17th 1860

Com
Lat 12.05 N
Long 150.48 E

with fresh breezes from the N E steering W by N saw nothing worth of note the watches employed in ships duty fore and aft midel and latter part much the same so ends this day

Thursday the 18th 1860

Com
Lat 13.45 N
Long 148.12 E

with fresh breezes from the N E steering W by N until 3 AM stood N by E with fresh breezes saw nothing worth of note Midel and latter part much the same we found that the starboard Trussel tree & the maintopmast cross trees

was broke down so day employed in ships duty fore and aft

Friday the 19th 1860

Com
2 hogs

with fresh breezes from the E by N steering W by N saw nothing worth of note employed in ships duty fore and aft midel and latter part much the same so ends this day steering W by N

Lat 13.42 N
Long 145.36.15 E

Ship Carolina Captain J. C. Harden Master

Feb 1850.

Monday the 20th 1850

Car

with fresh breezes from the ENE
steering W by S at 3 AM saw the Island
of Suam bearing WSW Distance
about 20 miles at 8 AM went for
the night got the anchors of the Commodore
and Chances went ready to come to an
Anchor mid port the same day
about 1-5 PM kept off for the
ports and came to an anchor with the
Pilot on board incoming with 5 ships
and a 2 Briggs sent down the main
Rigging and top galant and maintopmast yards
and maintop galant mast so ends this

1/2 of Beef

Day Sailing in Suam

Tuesday the 21st 1850

Com

with fresh breezes from the ENE
employed in sending down the
maintopmast and main yard sent down
the Crosstrees found that both of the
trussel trees broke mid port pleasant
at 5 PM Called all hands made 2
trussel trees fitted up the Crosstrees
sent them down and sent up the
topmast set up the rigging so ends this
day

Wednesday the 22nd 1850

Car

with pleasant weather all hands employed
in sending up the main and maintopmast
yards and top galant mast set up the
rigging mid port pleasant at 8 PM
Called all hands sent up the main
top galant yard and main royal yards
sent the main sail maintopmast and
send down the foretopmast to mend
to end this day

Ship Carolina Captain T. C. Harden Master

Feb. the 23^d 1860

Thursday the 23^d 1860

1 T Beef
1 T pork

Com with pleasant weather the wind from the E. N. E. lay on in Suam mended the fore topsail sent aloft sent down the fore sail mended that caught 6 Barrels of sweet potatoes ship ready for sea

Friday the 24th 1860

Lark

oo bly

Saturday the 25th 1860

Com with pleasant weather the wind from the E. N. E. lay on in Suam mended the fore topsail sent aloft sent down the fore sail mended that caught 6 Barrels of sweet potatoes ship ready for sea

Sunday the 26th 1860

Com of the Steamer sent out with letter post must be over 10 miles

Monday the 27th 1860

Com with pleasant weather the wind from the E. N. E. lay on in Suam mended the fore topsail sent aloft sent down the fore sail mended that caught 6 Barrels of sweet potatoes ship ready for sea

Tuesday the 28th 1860

Com with pleasant weather the wind from the E. N. E. lay on in Suam mended the fore topsail sent aloft sent down the fore sail mended that caught 6 Barrels of sweet potatoes ship ready for sea

The Coast Guard Cutter U.S. Fish Hawk
 Feb 1880 Monday March 1880

at 11/12
 in bunches
 from

at 11/12 tacked ship so ends this day

March the First 1880
 Comm

Thursday the First day of March
 with pleasant weather the wind
 from the ENE Lagging of and on
 at Guam with 4 ships midist and
 latter part much the same so ends
 this day

Comm

Friday the 2^d 1880

with fine pleasant weather the wind
 from the ENE Lagging of and on at Guam
 in Company with the Omega midist
 and latter part the same so ends
 this day

Comm

Saturday the 3^d 1880

with fine pleasant weather the wind
 from the ENE at 4 ft Ash Kept
 Captain on board WSN midist
 and latter part the same so ends
 this day

Lat 14.2 N 8°
 Long 143° 10' E

Sunday the 4th 1880

Comm

with fine pleasant weather the wind from
 the ENE steering NW by W under
 our own power watches imployed in ship
 duty fore and aft midist and latter
 part much the same saw nothing worth
 of note so ends this day

Lat 15° 11' N
 Long 142° 2' E

Ship Carolina Captain J. C. H. M. M. M.

March the 5th 1860

Monday the 5th 1860

Com- with fresh breezes from the NW steering
by W saw nothing worth of note
first part midet and latter part much
the same employed in ships duty fore
and aft

Lat 16.58 N
Long 107.00 E

Tuesday the 6th 1860

Com- with pleasant weather the wind from the ESE
steering NW by W saw nothing worth of note
employed in ships duty fore and aft midet
and latter part much the same we found
that the upper pump boxes to this ships pumps

Leaves out stops fore and aft
to day

Lat 17 20 D R
Long 107.50 D R
was to small made two new ones so ends this day

Wednesday the 7th 1860

Com- with light airs from E to ESE steering N by W
saw nothing worth of note fitted the
New Pumps Boxes found that they worked
well midet and latter part light winds and
calms so ends this day

No Observations to Day

Lat 17.20 - N D R
Long 107.50 - E D R
Lat 18 28 N
Long 108.48 E

Thursday the 8th 1860

Com- with pleasant weather the winds from the NW
steering NW by W employed in ships duty fore and
aft opened 1 Keg of Butter and 10 gallons of
Molasses 1 Tonne of Beef midet part the

1 Keg of Butter
1 Tonne of Beef
10 gallons Molasses

at 10 a.m. took in the top, but did not blow, but
at 12 noon the wind began to blow

Lat 19 31 N
Long 108.08 E

great sea ends this day

Friday the 9th 1860

Com- with strong breezes from the NE steering
N by W at 1 1/2 AM dabled reef the jostop
ail and singel reef the main at 10 a.m. set
the main top, is the main
strong with a heavy sea running
midet part squally accompanied with rain
at 5 1/2 PM made sail hole topsail
jib and main sail so ends this day

Lat 21.00 N Long 108.00 E

Wm. Carew Coakley & E. H. Harden Masters

March 10 1880

Comm

Saturday the 10th 1880
with fresh breezes from the ESE steering
S.W. by N employed in ship duty fore
and aft saw nothing worth of note
midst and latter part moderated down
and all sail so ends this day

Lat 23° 40' N

Long 151° 17' E

Received out 22 gallons of
molasses for ward

Lat 24° 41'
Long 151° 50'

Com

Sunday the 11th 1880
with fine pleasant weather the winds
from the ESE steering S.W. by N
the watches employed in ship duty
fore and aft midst and latter part
much the same so ends this day

Com

Monday the 12th 1880
with fresh breezes from the SE and S
steering at 7 3/4 took in the
fore topgallant sail breezy on fore midst
part squally took in the main topgallant
sail dubel reef the topsail latter
part split the fore sails sent it
down saw 1 ship steering SE
so ends this day

Lat 23° 22' N
Long 151° 00' E

Com

Tuesday the 13th 1880
with strong breezes from the SE
heading W by NW Bore a new
fore sail set main sail and gill
at 8 1/2 took in main sail squally
midst part much the same
saw nothing worth of note
employed in killing hogs killed
10 the wind backing from SE to
SE by W heading SE by W to NW
so ends this day

Lat 25° 11' N Long 156° 17' E

Ship Carolina Captain E. C. Harden Master

March the 18th 1860

22222222

Sunday the 18th 1860

Com with fresh breezes from the N and N by E
one Kanakas Sick

Lat 29..30 N
Long 124 46. E

saw one finback and got one turtle one
Kanakas sick nothing more worth of
note employed in ship duty fore and aft
mides and latter part much the same light
winds and variables so ends this day

Monday the 19th 1860

Com

One Kanakas sick

with pleasant weather the wind from the
N by E and S by E steering N by W saw
a few Chinese fish Boats nothing more
worth of note one Kanakas sick the
mides and latter part the wind shifted from
S by E to N by W at 6 AM took in the

No Observations to Day

1. Boarce of Beef
1. Barrel of Pork

top galant sail halled up the boarsess
at 5 1/2 PM dubell reefed the topsails
took in the gill jibbed the mainsails
Close reefed the fore topsail so ends this
day heading N by E

Tuesday the 20th 1860

Com with strong breezes from the N by W
heading N by E until the wind
shifted short round to N by E was ship
starboard tacks aboard heading N by W

One Kanakas Sick one Kanakas Sick mides part fresh
breezes latter part much the same at

No Observations to day

6 PM Reeft of Mast made sail

so ends this day

Wednesday the 21st 1860

Com

No Observations to day

with fresh breezes from the N by E
was ship steering S at 1 PM saw
the ship Chambers Rice Captain
Halcome sailing saw the land
was ship heading N by W at 1
took in sail tacked ship heading
S by E dubell reefed topsails saw another
ship one Kanakas sick mides part
steering S by E light made sail steering S
so ends this day

Ship Carolina Capt. H. C. Hudson Master 1850

March the 22nd 1850

Thursday the 22 1850

Lat 27.33
Long 125.33

with fresh breezes from the N. N. W. and
V. S. W. at 3 took in the
main topgallant sail fished the mainsail
dubel reef. The topsails at 4 1/2
The foretopails came to the wind with larboard
tacks aboard one Kanaka sick with
breezes from the N. latter part the same
part of our sweet potatoes down below in the
run so ends this day

Friday the 23 1850

with strong breezes from the N. S. W. two
under dubel reef. topsails saw nothing worth
of note at 6 1/2 A.M. took in the foretopail
we ship heading the N. W. small
foes and off midel part a number of
at 5 1/2 P.M. ends at sail heading N. W. saw
a few Chinese fish boats in the morning
Raining

Saturday the 24th 1850

with strong weather night wind not
calm at 4 3/4 A.M. backed ship heading
N. W. at 5 1/2 took in sail to hoist
topsails saw quite a number of Chinese
fish boats the wind from the N. N. W.
midel part much the same at 5 1/2 P.M.
made sail so ends this day under single
reef topsails Coarcess and gibb

Small stores
Beans Vinegar Rice
Dried Apples

Sunday the 25th 1850

with fresh breezes from the N. W.
N. N. E. at 1 1/4 A.M. was ship heading
N. W. saw a few Chinese fish boats
at 6 1/2 A.M. took in the Coarcess
midel part of the ship heading
heading it N. W. saw about
3 hundred fish boats and the sail
so ends this day

India Caroline Coaption & N. Hadden Master

March 25th 1860.

Monday the 26th 1860

Comm

with fresh breezes from the N. E. steering by the wind heading NW at 1 1/4 tacked ship spoke a Chinese fish boat went aboard got some fish the wind from the N. E. and N. by E heading E and E N E saw one ship of our Lee Beam midet and latter part rainy at 4 P. M. was ship heading NW at 11 saw a whale Landed so ends this day one Kanakas Sick

Tuesday the 27th 1860

Var

with rainy uncomfortable weather the wind from the N. N. E. heading NW



John taking

The Larkord fast too a whale at 4 killed and took him alongside all hands imployed in cutting getting ready to cut midet part the same side rainy at 5 1/2 P. M. called all hands and put the fine Chan on and was ship began to cut at 8 blowing fresh and rainy at 10 finished so ends this day clearing up decks one Kanakas Sick

Wednesday the 28th 1860

Com

with strong gails from the N. N. W.

heading N. E. filled the foretop sail dubel soft the main saw one ship midet part much the same at 1 1/2 P. M. was ship heading NW saw a large Merchant ship standing the same side. Close reef foretop sail Mizentopmast stay sail so ends this Day

We saw the sun to day

Lat 29° 55'
Long 123° 47'

Ship Carolina Captain E. C. Standen Master

March the 2nd 1860

Thursday the 2nd 1860

Came with pleasant weather the wind from the N and NNE heading NW saw 3 ships 2 fireboats employed in ship duty from 8 aft midet boat.

1 Loose Bee,

at 10 AM was ship heading E by S at 5 PM was again heading NW by N so ends this day

Friday the 3rd 1860

Came

with milder good weather the wind from the N and E by S heading N by W saw one fireboat one Kanaker sick midet and latter part much the same at 7 PM started the works to boibenz so ends this day

Saturday the 3rd 1860

Came

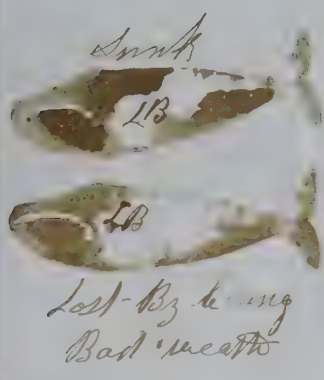
7. Yellow Motasses

with pleasant weather the wind from the N heading E by S the weather employed in boibenz the Kanaker to be very fat one Kanaker Sick midet part pleasant at 8 1/2 PM it began to rain at 8 it stopped raining so ends this day
Lat 31. 18

Sunday the first day of April 1860

Came

with pleasant weather saw whales at 40 minutes AM lowered Harbor Boat fastened to the Corv Rigger the Corv and sunk him the Corv runs the windward it blowing strong came anchor it took in the fore top sail and Jib reefed the main midet part finished boibenz took in lower Boat stone 3 planks latter part mended lower Boat finished boibenz so ends this day one Kanaker sick



Ship Carolina Captain T. C. Harden Charter

April Th 2 1860

Monday the 2 1860

Com

with a strong gail from the N head
E N E impleyed in mending the
bowe boate finished at 8 1/2 AM
Close reef - the main topsail
blowing heavy moderated some set the
foresail at 4 PM took in the foresail
blowing very strong with a heavy sea running
latter part the same so ends this
day

Tuesday the 3 1860

Com

with fresh gail from the N heading
E N E Layeng? Two under Close reef
in the topsail at 4 AM put out the B Boate

It moderated down set the foresail at 5 AM
a ship at 7 1/2 turned one reef out of the
~~foresail~~ maintopsail one Kanaker sick
in the part much the same at 5 PM made
sail to hole topsail, one ship in sight at 9
AM a whale going to the windward best
lanced 2 Boates but without success
so ends this day Cooping the oil

Lat 31° 23' N.
Long 126° 37' E

Wednesday the 4 1860

Com

with pleasant weather the wind from
the N N E strong by the wind heading
N W 2 ship in sight set maintopsail
flying gib left topsail impleyed in Coop^{ing}

The oil scappery the bone and drying it
all well. fairs out of the mid part - much the
same at 5 PM began to breakout
or to store down the oil spoke the
Grafenburg Russian beque nothing
this Cruise stored down 80 barrels of
whale oil and 35 of sperm so ends this
day

Lat 31° 48'

Long 126° 15' 30"

Ship Carolina Captain J. C. Gordon Master.

April the 5th 1860

Monday the 5th 1860

Can

with fresh breeze from the NNE steering by the wind heading NW saw ship on a whaling finished stowing of the main hatches Cleared up decks & started Coasting with the Eschschur at 10 AM midist and latter part in the afternoon the wind from about NNE and we began to make the land.

Lat 32.14 N
Long 127.15 E

Tuesday the 6th 1860

Can

with fresh breeze from the NNE steering by the wind heading NW saw ship on a whaling finished stowing of the main hatches Cleared up decks & started Coasting with the Eschschur at 10 AM midist and latter part in the afternoon the wind from about NNE and we began to make the land.

Shoulder of Pork

with fresh breeze from the NNE steering by the wind heading NW saw ship on a whaling finished stowing of the main hatches Cleared up decks & started Coasting with the Eschschur at 10 AM midist and latter part in the afternoon the wind from about NNE and we began to make the land.

1 Seave of Beef same at 5. Put it in again to creep on took in the foretopgallies so ends this day.

Lat 32.43 N
Long 125.47 E

Saturday the 7th 1860

Can

with fresh breeze from the NNE steering by the wind heading NW saw ship on a whaling finished stowing of the main hatches Cleared up decks & started Coasting with the Eschschur at 10 AM midist and latter part in the afternoon the wind from about NNE and we began to make the land.

Lat 32.58 N

Long 127.13 E

with fresh breeze from the NNE steering by the wind heading NW saw ship on a whaling finished stowing of the main hatches Cleared up decks & started Coasting with the Eschschur at 10 AM midist and latter part in the afternoon the wind from about NNE and we began to make the land.

Sunday the 8th 1860

Can

with fine breeze from the NNE steering by the wind heading NW saw ship on a whaling finished stowing of the main hatches Cleared up decks & started Coasting with the Eschschur at 10 AM midist and latter part in the afternoon the wind from about NNE and we began to make the land.

Lat 33 11 N
Long 126 45 E

Ship Carolina Captain W. C. Harden Master

April the 7th 1850

Comm

Monday the 7th 1850

with strong breezes from the NE
nooning in to the straits of KOREAR
saw nothing much worthy note only
one **HUMPBACK** and latter part the wind from the N & some
ship steering by the wind heading
NE so ends this day in the
Straits of KOREAR

Comm

Tuesday the 1st 1850

with fresh breezes from the NW steering
by the wind heading NE saw one ship
at 7 AM the wind shifted to NE and
NNW saw 2 ships employed in mending
the Fairsail all well fair and off
mid and latter part much the same
the wind from the N & NNW
so ends this day

Lat 34 " 15 N
Long 129 " 5 E

Comm

Wednesday the 11th 1850

with 1 sail weather the wind from
SW steering NNW saw two ships
spoke the Frobenburgh Captain Edenburg
saw another ship called the Emma
Captain Wilson at 11 AM closed
the Straits of KOREAR
saw another ship a steamer coming all
well fair and off mid and latter part

16 Gallons Mutton
60 lbs oil Soap

Lat 36 30 N
Long 130 34 E

strong breezes from the WSW
steering NE saw 2 ships the
latter part so ends this day

Comm

Thursday the 12th 1850

with pleasant weather saw 3 ship the wind
from the NNW steering NE & E about the fair
and bent the old one served out mutton
forward mid and latter part much
the same at 8 PM lowered per humpback
the latter part of the day saw
4 ships so ends this day

22 Gallons Mutton

Ship Carolina Capt W. C. Warden Master

April the 1st 1860

Come



Lat 38 18
Long 132.25

Friday the 13th 1860

with fine pleasant weather the wind from the
S steering N^W at 2 3/4 AM saw what appeared
but without making chase on board I
took in sail to dubelt reef topsails all
well back and aft and at 7 AM

became from the N by N at 12 AM
we ship heading W saw nothing at 3 AM
all hands made sail I kept of N E saw
one ship to the windward a whaler so ends
this day

Saturday the 14th 1860

Come

with fine pleasant weather the wind from
the S steering E N E saw one ship and
a fire finbacks sent down the maintop gal sail
mended it and sent it aloft again at
7 AM took in sail to dubelt reef topsails
at 11 AM fair and aft and at 1 PM
per 1 PM sent at 5 PM all hands
made sail steering N E at 7 AM
at 8 AM so ends this day

Lat 38 34 N
Long 133 19 E

Sunday the 15th 1860

Come

with pleasant weather the wind from the
W S W steering E and E by S at 7 took
in sail to dubelt reef topsails came to
the wind heading S W one Kanaker
sick of Duter mudel and latter part
such the same at 3 PM all hands
made sail heading S by E at
7 kept of E S E saw quite a number
of Finbacks so ends this day

Lat 38.02 N
Long 134.32 E

Ship Carolina Captain J. C. Harden

April the 16th 1860

Monday the 16th 1860

Came

with pleasant weather the wind from the WSW steering E by S saw one ship at 2 P.M. spoke the ship Winston of Harver Captain Tube nothing this Season saw 2 whales towed but without success at 5 came on board at 7 A.M. took in sail Laying with the head yoke aback dubel reef topsails one Kanaker sick of duty Midet and latter port - much the same at 8 P.M. called all hands took in the Lorbord Boats so ends this day steering E by S

Lat 38° 32' N
Long 135° 44' E

Tuesday the 17th 1860

Came

with fresh breezes from the WSW steering E by S saw nothing minded the Lorbord Boats at 4 put her out at 7 took in sail came to the wind heading S by E 1/2 E one Kanaker sick of duty Midet and latter port - much the same at 5 P.M. called all hands took in sail the Bow Boats lifted her and put her out again so ends the day steering W by N saw one Japanese Junk so ends

Wednesday the 18th 1860

Came

with fine pleasant weather the wind from the S steering N by W saw nothing worth of note at 7 took in sail to hole topsails steering W by N one Kanaker sick of duty Midet and latter port - much the same at 5 P.M. called all hands made sail saw 3 ships so ends this day all well goes and off
Lat 38° 41' N
Long 135° 11' E

Ship Carolina Captain W. G. Hurdon
April the 17th 1860 Thursday the 17th 1860

4 AM with fresh breeze from the N.E. S
termined by the wind heading N.E. at 7 took in sail the fore all reefed sails
heading N.E. at 11 saw a whale under
part light and saw a few more in the
air under the wind, from the 10 to 12
battling as was the day

Com with light battling wind from the N.E. at 10
saw one h-back at 11 the wind shifted
to N.W. the ship turned the point of

Cask 167 gallons Flour the topsail at 11 at 4 took in

the lower topsail gill and sheet reefed the
main topsail at the wind shifted
at 6 3/4 came to the wind heading N.W.
all well and no sail in sight from
the point of the shore and in the

Latitude 38.50 North The wind shifted from N.W. to N.E.
Longitude 132.52 East and N.E. to N.W. the day

Account

Friday the 18th 1860
Pleasant weather the wind from the
N.E. at 1 it shifted to S.W. and
W.S.W. heading N.W. at 7 took
in light sails hauled up the courses
was ship heading S.W. the weather

all well fair and aft saw nothing
worth of note midship part the
at 12 the ship heading N.W.
the wind shifted to N.E. S.W.
at 8 PM began to take in the
gill and topsail at 9 took in the main
topgall sail saw a whale close to the
ship foggy so ends this day

Lat 38 45 N
Long 132 55 E

Ship Carolina Captain C. E. Harden Master
 April the 22 1880 Sunday the 22 1880

Lat 38.23 N
 Long 133.12 E

~~Came~~ with strong breezes from the SSW
 steering by the wind heading NW
 at 6 noon ship heading SE by S
 saw nothing took in. At the foretopmast
 lay out too much dubel reef Main-
 topmast & lower topmast staysail masts
 & spencer one Kanaka Licks of duty
 at 8 PM moderated down at 8 PM
 Called all hands the wind from the NNE
 kept off I made sail so ends this day

Monday the 23 1880

~~Came~~
 "

with pleasant weather the wind
 from the NE steering SE by W

Lat 37 43
 Long 132.81

At 2 PM saw wright whales sound
 but without success came on board
 at 7 took in sail to dubel reef to pursue
 heading NE the wind shifted to
 NNE and raining all well fore and aft
 middest part the same at 8 Called
 all hands made sail heading SE
 at 10 kept off of 1/2 W saw 3 fin backs
 so ends this day

Tuesday the 24 1880

~~Came~~
 "

with pleasant weather the winds
 backing at 2 it sprung up from the
 ESE steering W saw a fine hump-
 backs sawed but without success
 came on board spoke the ship Chandl.
 Price Captain Halcome took in sail
 heading to NW (SE at 8 PM)
 Called all hands made sail saw
 the C. Price and a fine fin back
 spoke the C Price Captain went
 on board to get a cutting ball
 bearing very bad so ends this
 day

Lat 37 53
 Long 132.85 43 -

Wednesday the 25th 1868

Came

with pleasant weather the wind from the S.E. steering W. Captain onboard of the Ship C. Bale got a new cutting fall at 7 took in sail heading S under fore topsails saw 1 humpback all well fore and aft mid part the same at 5 P.M. called all hands made sail kept of W.E. at 6 1/2 saw 2 whales lowered missed came onboard at 9 lowered again but the same good fortune without success we ends this day

Thursday the 26th 1868

Came

with pleasant weather and plenty whales but wild the Boats down from 12 A.M. until 6 A.M. but without success came onboard took in sail at 7 too dark reef topsails wear ship heading N by E all well fore and aft mid part the same foggy weather the Captain saw 4 whales lowered at 8 1/2 P.M. lowered but without success and at 10 lowered again the onboard boats fastened slightly but drew came aboard so ends this day foggy

Friday the 27th 1868

Came

with calm and foggy weather saw one whale lowered the worst boats down but without success at 2 it sprung up a breeze from the W.E. at 4 it blowed fresh but clear at 6 1/4 took in the fore topsails and set the fore sail and main spencer heading N by E one ship in sight mid part and latter part foggy the wind from the E.S.E. then at 7 to S to ends this day all well fore and aft

Ship Carolina Captain B C Harden Master
April the 28th 1860

Com

To 1 Course of Reef

Lat 38° 35'
Long 133° 11' 15"

Saturday the 28th 1860

with Light winds from the S. made
sail at 10 AM steering S until 1 PM
then W until 3 then NW at 4 steering
S saw 4 fin backs nothing more
worth of note the wind from the S
at 7 took in sail heading WNW
Lashed Jack, aboard midel part the
wind shifted from S to NNE at
5 PM called all hands made sail
heading E by S saw one ship at 9 PM
packed ship heading WNW so ends
this day

Sunday the 29th 1860

Com

Lat 37° 38'
Long 133° 42' 45"

with pleasant weather the wind from
the W steering South at 2 1/4 steering
SSE at 5 saw 3 ships at 7 took
in sail heading ESE to daniel
Reef topsail, and gill all well fair
and aft midel part much the same
at 8 PM called all hands made sail
steering SE by S saw 4 ships at 9
and 2 more signalled them one
was the Montreal Captain Louis the
other Levi Starbuck Captain Fenner
steering SW at 11 steering W
so ends this day

Monday the 30th 1860

Com

with strong breezes from the NE
and ENE at 2 came to the
wind heading NE at 6 3/4
took in sail 3 ships in sight
and plenty of fin backs 2 Ranches
sick of duty midel and Lashed
part strong breezes from the E
saw 2 ships one a boiler at 8 PM
called all hands made sail set the
fore sail and main sail at 8 set
the fore topsail main topsail and
fly jib so ends this day

Ship Carolina
May the ^{my} first 1860
Corn

240 gallon baked bread

1 Boats

Captain E. E. Harden Mast

Monday the First day of May 1860

with fresh breezes from the NNE
heading NNE with 3 ships and
one boiler at 3 PM. Noen ship heading
SE at 7 took in sail to dubel reef
topsails and gibb Mizentopmast staysail & aft
topsail heading SE = one Kanaker sick of duty
midst and latter part much the same at
5 PM Called all hands made sail and
kept of SE 2 ships insight 10 saw 8 ships
and one a boiler so ends this day

Wednesday the 2 1860

Corn

with fresh breezes from the NNE

stering by the wind saw 4 whales
lowered but without success. Came
on board at 3 PM. Saw again but with
out success. Came on board and at 6 lowered
again the same successful lowering as
before one Kanaker sick at 7 PM
in sail heading SE to dubel reef topsails
saw 7 ships and one a boiler midst part
raining thick foggy weather. The wind
drifted from SE to NNE at 5 PM

Lat 38.00 N

Long 133.57 E

Called all hands made sail 3 ships insight
saw a few fairboats stering NNE at 8 PM
Noen ship so ends this day

Thursday the 3 1860

Corn

with pleasant weather. The wind from the
NNE saw 3 ships at 9 AM Noen ship
heading ENE and NE saw plenty fairboats
and 2 hump backs at 7 took in sail to dubel
reef topsails gibb and portopmast topsails and
mizen topmast staysail one Kanaker sick of
duty midst part foggy latter part the
same at 5 PM Called all hands made sail
topsails stering NNE and down the
fore topsail and mended it so ends this
day

Ship Carolina Captain T. C. Hadden Master

Day the 4th 1866

Friday the 4th 1866

Cam

with thick fog the wind from the N. W. steering W by N the watch employed in mending the foretop sail at 2 AM Cleared up saw 4 ships finished mending the topsail at 4 pm. shending it saw 3 whales Landed but the whales going fast to windward came on board one Kanaker sick of duty thick fog took in sail to dubel red topsail heading N the wind from the N. W. spidat part the wind shifted to N by N at 5 Called all hands set the

Lat 38.27

Long 133.30

fore sail wear ship steering N by N 2 ships insight so ends this Day

Saturday the 5th 1866

Cam

with strong breezes from the N. W. steering N by S at 1 it moderated down at sun down it was near by Coler the wind from the E. S. E took in sail left hole topsail 2 Kanakers sick of duty madet and Lattet part much

Lat 38.37 1/2
Long 132.38.4

The same at 8 1/2 P saw 3 whales Landed all 4 Boates so ends this Day Chasing

Sunday the 6th 1866

Cam

with light winds from the S. E

all 4 Boates of Chasing whales plenty of whales but wild Chased untill dark Came on board how too head yard aback under hole topsail heading E. S. E one Kanaker sick widet and Lattet part much the same at 8 PM saw 4 whales Landed the Larbord went on and missed Chased untill 12 noon so ends

this Day
Lat 39.00
Long 133.00

Ship Carolina
May 7th 1860

Corn

Lat 37 59 N
Long 121 07 W

Captain T. C. Harden Master
Monday May 7th 1860

with fresh breezes from the S E steering
W S W all 4 boats off chasing at 1st the
Came on board kept off N W at 5 saw
one whale sound 2 boats but without
success Came on board Came too the wind
sub all reef the topsails Came to the wind
heading N by E at 11 AM raised 3 PM
kept off N W at 1 called all hands
made sail latter part light wind and
variable so ends this day calm one
Kauaike sick of duty

Tuesday May 8th 1860

Corn

with Calms and Clear weather over head

Do one Boomer of Beef saw nothing north of 1st one Kauaike
Sick of duty midday part light breeze from the
S steering W S W latter part the same ship
insight I saw a for a large whale but
but without success so ends this day

Wednesday May 9th 1860

Corn

with fresh breezes saw one right whale four
but without success saw 7 ships all a
rotary the ship Monday Haishan
fastened and lost the whale at 1 PM
the California Captain C West nothing
this season took in sail to dub all reef

topsails the ship drifting to starboard had
the lower a boat and towed the ship
off one Kauaike sick of duty midday
part light breeze from the S E and E
steering S by E at 5 PM called all
hands made sail 2 ships insight the
California and the California Captain
Harden latter part much the same
the breezes rather moose fresh so ends
this day

Ship Circe Captain B. C. Harden Master
May the 10th 1860 Thursday the 10th 1860

Can

with fresh breezes from the N.E.
and E took in the maintop galsails
flung gills gaff topsail in about 1 hour
it was nearly calm set them again
at 4 1/2 it sprung up a strong breeze
from the N.E. by E steering E the wind
heading E.S.E. at 5 1/4 took in the (light)
sails and at 6 1/2 Dubbel reefed the
the main topsail Close reefed the fore
the one breeze and running one Kanaker
sick of duty midst port blowing
strong filled the fore sail and

1 Bassett Foulke

Lat 39 48 N

Long 129 38 E

fore topsail Close reef the main
Latter port moderated down set the
fore topsail fore sail so ends the day
Friday the 11th 1860

Can

with light airs and calm set both
topsails main top galsail sails saw 1 ship
nothing more worth of note one
Kanakaner sick of duty midst and
Latter port much the same light
winds and Calms saw 2 ships
steering in board the land saw
the land at 2 P.M. so ends the
day

Saturday the 12th 1860

Can

22 fathoms

with light winds from the S. by W
heading W and W.S.W. saw
a good fin back and the land one
Kanakaner sick of duty in port
the same saw nothing I worth
of note at 4 1/2 P.M. (called
all hands) set sail at 7 P.M.
a ship at 11 P.M. the ship
began to show weather and one
at 12 P.M. saw 2 ships this
day steering S. by E

Ship Captain Captain W. C. Henden Master

May 13 1860

Sunday the 13th 1860

Captain with ship went out in the morning the wind from the S.W. and the ship being at anchor the anchor was let down and the ship was moved out of the harbor and anchored at a point of land about 1/2 mile from the harbor. The ship was then loaded with 200 barrels of flour and 200 barrels of sugar. The ship was then loaded with 200 barrels of flour and 200 barrels of sugar. The ship was then loaded with 200 barrels of flour and 200 barrels of sugar.

Lat 40 22 15

Monday the 14th 1860

Captain with ship went out from the land at 8 o'clock heading N.W. and 10 and 11 o'clock the ship was at anchor. The ship was then loaded with 200 barrels of flour and 200 barrels of sugar. The ship was then loaded with 200 barrels of flour and 200 barrels of sugar. The ship was then loaded with 200 barrels of flour and 200 barrels of sugar.

Lat 40 40

Tuesday the 15th 1860

Captain with ship went out from the land at 8 o'clock heading N.W. and 10 and 11 o'clock the ship was at anchor. The ship was then loaded with 200 barrels of flour and 200 barrels of sugar. The ship was then loaded with 200 barrels of flour and 200 barrels of sugar. The ship was then loaded with 200 barrels of flour and 200 barrels of sugar.

1 barrel of flour

Lat 40 33

Ship Gazelina Captain "J. C. Hasden Master

May the 10th 1866 ... Wednesday the 16th 1866

Came with light wind and calm 4 ships
at 11 AM spoke the Bark
Wienburg Captain Edinburg the ship
Wentworth Captain Soul Florida Captain William
George and Susan Captain Jones at 10 past
Camping steering E midist and latter
port rain and foggy weather so ends
this day

Thursday the 17th 1866

Came with light winds from N E & S E

saw 2 ships most of the time thick
fog and rain heading SSW one
Kauker sick of duty midist and
latter part the wind the same
lighting steering E at 10 PM cleared
saw 2 firebacks the watches
displayed in fitting the after yards
and blacking up the iron work
so ends this day

1st 40.24

May 130.14

Friday the 18th 1866

Came with pleasant weather the wind from
the SSW steering E at 2 it came
in thick fog the watch in place
in fitting the after yards at 11
in mainsail and scotch sail
Kauker sick of duty midist and
latter part much the same foggy
until 7 PM cleared up the watches
displayed in fitting the mizen topmast
sigger and making a main Royal
saw one ship so ends this day

1st 40.24
May 130.14

Ship Columbia Capt. L. C. Hudson, Puget

May 11th 1850

Wednesday the 11th 1850

Left

with fine pleasant weather the wind from
the S.W. and S.W. blowing by the
wind beating S and S.E. and one ship
the masts employed in fitting the
after yards and making a main royal
and Kanaka sick of enteric fever and
Latter part the moon I was with the
trading. The 11th is a hot day
and I went out the boat and up
and down the river but the sail
and the rigging to be set and redoubt
but left some of the day

Set sail 2. 3. 4. 5.

June 10. 1850

Thursday the 10th 1850

Left

with fine pleasant weather the wind from
the S.W. blowing W.S.W. sent the
miz. cut off and sent a top 2. 3. The sail
made a main royal sent it off and
a fore royal a top the work a fine person
in this fine weather if we could only
find a party of what is called for 1/2 day
but not much to be done
the 10th turning W.S.W. and S.W.
I 11th Kanaka sick of enteric

Friday the 11th 1850

Left

with fine weather from the S.W. and
S.E. sent nothing doing at 7. 10. took
in the fore and main yards. Suffered the
wind beating S.E. had a Kanaka
Kanaka sick of enteric fever and
half day. A fine fine weather
the 11th turning W.S.W. and S.W.
set it to sail this day

T^h, C. W. L. (after T. & H. Warden Vester

May the 23rd 1860

May the 24th 1860

Can

with light air from the S and S E saw plenty
fish at 5 fathoms from whaler The S. W. L.
boats fastened and fast him a & hoisted up
line. R. E. heard a great number of whales
it being thick fog all of the time fired
one bomb lance at a whale he run so fast
that no other boats could not get
fast one Kanaker sick of duty
and left port much the same
at 10 AM called all hands and hoisted
up a white it was a mump back
and hoisted it 11 fathoms for the same
what we fastened to last night so ends
this day, clearing

Wednesday the 23rd 1860

with pleasant weather all 4 boats of
a clearing but without success came
out at 1 PM 2 AM made in to the
port at 5 PM tacked ship at 7 PM took in
sail the boat to wind the wind from the
S. W. L. saw 2 ship and a few mump
backs and weather sick of duty
made and left port the wind from
the S. W. L. and E at 7 PM tacked
ship heading S by E so ends this
day.

Thursday the 24th 1860

Can

with smookey weather the wind from
the E heading N N E at 5 PM spoke
M. Florist Capt. Williams at 7 PM
took in the sails. Laying too with
the Florist and man sick of duty
at 8 PM parted company steering
of S. W. L. at daylight made
good tacked ship heading
S. W. L. so ends this day turning
up with all water

1 Page of Book 1 252, 1

845

1111 11 11 11

with light winds from the North being
by the wind heading N E saw a ship
at 2 1/4 Landed for humpbacks that is board
boats fastened and I saw 4 humpbacks
I made the land saw a few humpbacks
but did not know one man sick
later mid and latter part the same at
4 1/2 PM Trilled M hands made sail fog
saw nothing of any note until 7 PM saw
hips so ends this day steering N E

Wednesday the 26th 1866
with light wind from N. S.W. steering S by E

until 2 o'clock. I saw a fine hump back,
at 4 o'clock all 4 boats. The starboard
Waste boats fastened and killed the whales the
bow boat got stove bad the waste boat lost
the whale the starboard boat took her whale
to the ship at 7 1/4 got ready to cutt out.
The watches we find that last 2 shots
of line 2 iron one lance and 8 bombances
in the sunken hump back sides part
to mind. I 4 called all hands and began
to cutt finished at 7 1/4 so was the
men. The bow Boat

Lat 37° 57' N
Long 128° 05' W

65-11-27 1800

saw 3 ships the land improved again in
 the Borne boats 1500 people the Ant
 Captain Soul the Levi Storvick Captain
 Smaalen Captain Soul sailing a
 humphreys and several sailing
 mids and so the first much the
 same saw 2 ships at 10 PM
 westward of a Sailing Boat
 # 91 saw fish 20 fms
 the day and the
 Book of Woods

1. and others. Revisions continued in 1908

Amount Paid and

1857

The Staff of the ...

Time	12	Beef	...	...	...	...	...	...	...	...	...	...	...	...
		Blk	...	...	...	...	...	...	...	...	...	...	...	...
	01	10	17	17 1/4	1626	342	160	90	30					
	29	0	1	0	4	0	0	0	0	0				
July	10	0	1	1	0	191	0	0	0	0				
"	17	0	1	0	0	0	0	0	0	0				
"	24	0	0	0	0	193	0	0	0	0				
"	29	0	1	1	0	0	0	0	0	0				
Aug	8	0	1	0	0	0	0	0	0	0				
"	14	0	0	0	0	192	0	0	0	0				
"	17	0	0	1	0	0	0	0	0	0				
Sept	2	0	1	1	0	0	0	0	0	0				
"	4	0	0	0	5	172	0	0	0	0				
"	12	1	0	0	0	0	120	0	0	0				
"	17	0	0	1	0	0	0	0	0	0				
"	20	0	1	0	0	0	0	0	0	0				
"	24	0	1	0	0	0	0	0	0	0				
Oct	2	0	0	1	0	189	0	0	0	0				
"	12	1	0	0	0	0	0	0	0	0				
"	7	0	1	1	0	0	0	0	0	0				
"	31	0	1	1	4 1/2	180	0	0	0	0				
Nov	18	0	1	1	0	0	0	0	0	0				
Dec	1	0	1	0	0	0	0	0	0	0				
"	8	0	0	1	0	188	0	0	0	0				
"	16	0	1	1	0	0	0	0	0	0				
"	30	0	1	0	0	0	0	0	0	0				
1858	7	0	0	1	0	0	0	0	0	0				
"	13	0	1	0	0	0	0	0	0	0				
"	16	0	0	0	4 3/4	0	0	0	0	0				
"	23	0	0	1	0	0	0	0	0	0				
"	27	0	1	0	0	0	0	0	0	0				
Feb	14	0	1	1	0	177	0	0	0	0				
March	12	0	1	1	0	0	111	0	0	0				
"	25	0	1	0	5	171	0	0	0	0				
April	1	0	1	1	0	0	0	0	0	0	106	0	94	
"	6	0	0	0	0	0	0	0	0	0	0	0	0	
"	7	0	1	0	0	0	0	0	0	0	0	50 gal	0	
"	14	0	1	1	0	0	0	0	0	0	0	0	0	
"	17	0	0	0	0	178	0	0	0	0	0	0	0	
"	22	0	1	0	0	0	0	0	0	0	0	0	0	
"	28	1	0	1	0	0	0	0	0	0	0	0	0	
May	4	0	1	0	0	0	0	0	0	0	0	0	0	
	24	34	55	40 1/2	3452	573	160	90	30	4 1/2	106 gal	60 gal	94 gal	

...

1891

1857

		Geese in Gallons	Flour in Gallons	Beef in Barrels	Beef in Lbs.	Pork in Lbs.	Provisions in gallons	
		526	292	1	24	10	223	" 1 -"
June	5th	157	"	1	"	1	"	
	9	"	"	"	1	"	"	
	14	"	"	"	1	1	"	
	18	"	"	"	1	"	"	
	23	225	"	"	1	1	"	
	25	"	"	"	1	"	"	
July	6th	"	"	"	1	1	"	
	7	"	"	"	1	"	"	
	13	"	"	"	1	1	160	
	21	"	"	"	1	"	"	
	24	227	137	"	"	"	"	
	25	"	"	"	"	"	"	
August	1st	"	"	"	1	"	"	
	6	"	"	"	1	1	"	
	13	"	"	"	1	"	"	
	17	356	"	"	"	1	"	
	22	"	"	"	1	"	"	
	27	"	"	"	1	1	"	
Sept	2nd	"	167	"	"	1	"	
	9	"	"	1	"	"	"	
	16	"	"	"	1	"	"	
	17	234	"	"	"	1	"	
	18	"	"	"	1	"	"	
	21	"	"	"	1	"	"	
	27	"	"	"	"	1	"	
		2021	739	13	22	22	1323	

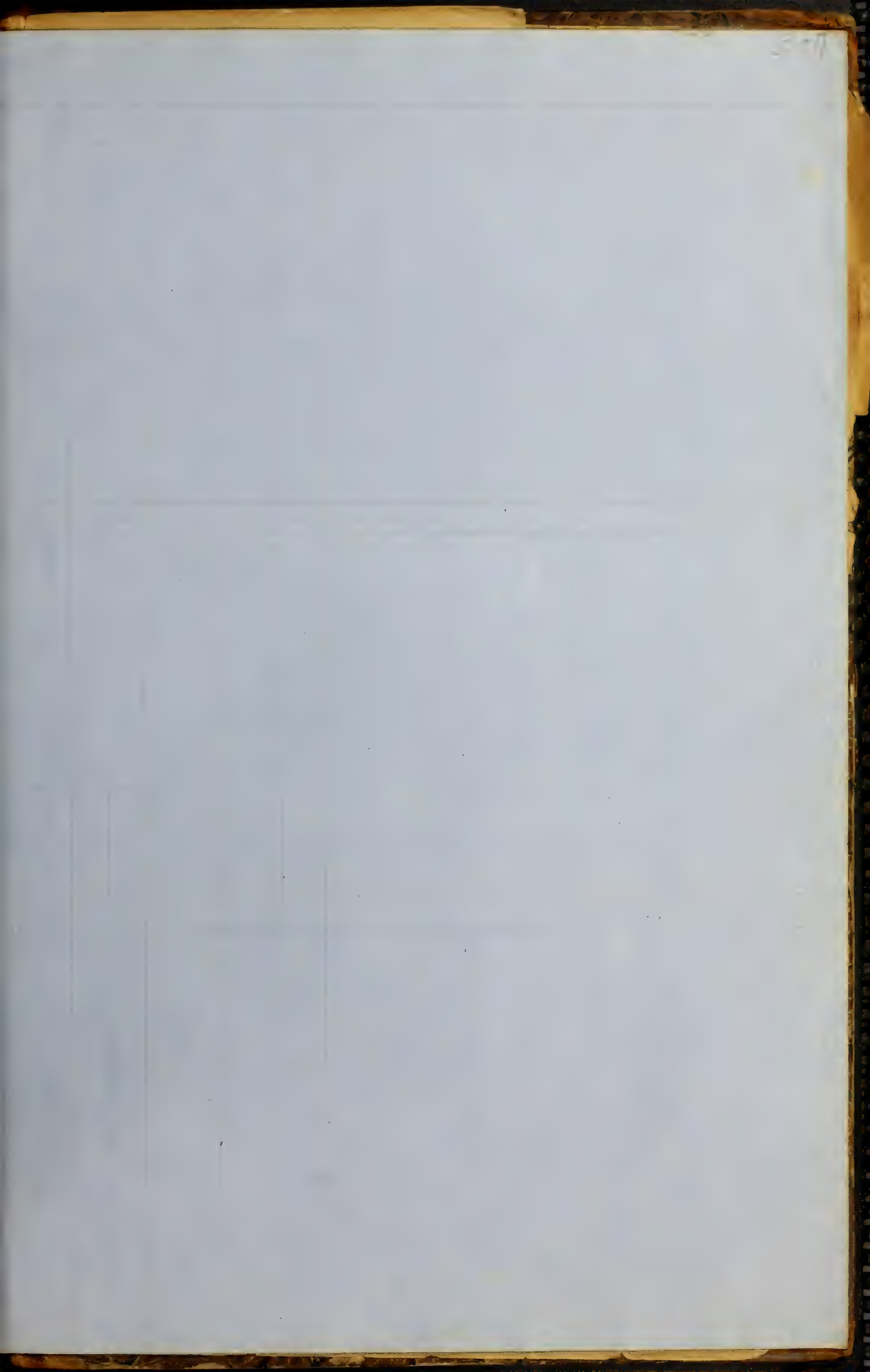
Oct 3rd " " " 1
 8 " " " 1 1
 15 " " " 1

Nov 5 1/2 Smith House
 1 1/2 of Beef
 1 1/2 of Pork

Deer	Beef	Butter	Cash	Cash	Butter	Butter	Butter	Butter	Butter
1859	Beef	Butter	Butter	Butter	Butter	Butter	Butter	Butter	Butter
25	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef
Jan 23	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef
Feb 23	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef
Mar 23	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef
Apr 23	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef
May 23	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef
Jun 23	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef
Jul 23	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef
Aug 23	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef
Sep 23	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef
Oct 23	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef
Nov 23	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef
Dec 23	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef	1. Beef

Small stores for the steward
7 Gallons molasses 2 Vinegar 2 Ham
Linen Apr 15th 1 Bushel Beans 50 lbs Rice
23 5 Ham 9 10 gallon molasses Feb 18th 10 gallon molasses
March 8th 10 gallon molasses March 24th 2 4
11 22 gallon molasses 3 gallons Vinegar 50 lbs dried Apples
80 lbs Rice 1 Bushel of Beans 50 7 Gallons molasses
April 11th 10 gallon molasses 50 lb oil 50 1 12 22 gallon
molasses May 12th 22 gallon molasses

Iron hoops on lock
500 ft. in 1 4



count & provisions consumed during the voyage

Beef Pork

Flour lbs

Bread

(Oct)	Oct 3 rd	174.
"	" 29 th	
Lch	Feb 8 th	:: 1.85 gull
Murch	March	:: 2.61 gull
"	" 30	
May	May 10	:: 2.26
June	June 12	:: 1.90 - Pt
July	July 1	:: 1.97 ..
"	24	:: 1.93 ..
Aug	Aug 14	:: 1.92
(Oct)	Sept 8	:: 1.73
(Oct)	Oct 12	:: 1.89
"	24	:: 1.80
Dec	Nov 8	1.88
Febr	..	1.77
Bread		23 45 9.

W. H. C. 1839
ride a p. l. d.
march the 24. / 1839

April 8. ¹¹ Corn	90 72
Corn	90 72

1834

April 21 Butter 1 Kg
 July 28. . . 1 Kg
 Dec. 22. . . 1 Kg

June 29, Sun. New York.

1710

180

1891

if ever - mistake my now in say thing for and off

24

711

7. 11. 1911

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 84

1800

2 (cont), H.M. ... of ...

Memoranda of contents Riving cases. 101 & 102 } { Memoranda, in - Sail 111 -

21 For ⁷Wardail + 1 For ⁷Galantail

1 Fore mast & sail + 2 Fore Rye L,

1 Micromys-Royal + 1 Micromys-Gartenbau

1. Maria Staud's 109 Maria's Staud's

1. Leitfaden mit

1. The first thing I did was to write a letter to the
2. President of the United States, asking him to
3. send me a copy of the Constitution.

sludge coils Runny Gear 100 11.25

Account of Digging and Tow-line used

(see also the index of the book) (and ...)

Memoranda of of spare cars stored in the yard in St. Louis.
 2 new & good 2nd hand. 2 1/2 p - 5. Old cars kept in -
 26 Loading Boxes, stored in same place, together with
 sail yards, in the same.

Blocks belonging to mizer to sail - present gotten and
used fast to a rope forward of sail post

| 4/16 | 1/2 | 1/4 | 1/8 | 1/16 | 1/32 | 1/64 | 1/128 |
|------|-----|-----|-----|------|------|------|-------|
| 29 | | | | | | | |
| 10 | | | | | | | |
| 1 | | | | | | | |
| 17 | | | | | | | |
| 45 | | | | | | | |

Rigging in case, No. 1.

1 coil 2- $\frac{3}{4}$
 1 " 2- $\frac{1}{2}$
 1 " 2- $\frac{1}{4}$
 1 " 2- $\frac{1}{4}$
 1 " 2- $\frac{1}{4}$
 1 " 1- $\frac{3}{4}$

No. 2.

1 coil 2- $\frac{1}{2}$
 1 " 1- $\frac{1}{2}$
 1 " 2- $\frac{1}{2}$
 1 " 2- $\frac{1}{2}$
 1 " 1- $\frac{1}{4}$ 1 coil 1- $\frac{1}{4}$

Log Book of Ship Carolina of
New Bedford. Sailed 1856 for
Western Islands.

James Gray. Captain.

